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ATCHISON, KANS.

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Dennis & Co., grain merchants.*
England & Co., Chas., grain, hay.*
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Gill & Fisher, receivers and shippers of grain.*
Hammond, Snyder & Co., Inc., receivers, expts.*
Hax & Co., G. A., grain, hay, seeds.*
Lederer Bros., grain receivers.*
Manger & Co., J. A., grain, seeds, hay.*
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Hasenwinkle Grain Co., grain brokers.
Slick & Co., L. E., grain brokers.
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Heathfield & Co., Inc., W. G., strictly commission.
Irwin, Dudley M., barley.
Pratt & Co., receivers, shippers of grain.
Urmston Grain Co., grain commission.*

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Flanders, Junius A., grain broker, mill feeds.

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Gerstenberg & Co., grain, seeds.*
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Slaffer & Co., J. C., grain merchants.*
Somers, Jones & Co., grain and field seeds.*
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Wagner Co., E. W., receivers and shippers.*
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Denver Elevator Co., The, grain merchants.
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McCabe Bros. Co., grain commission.
Randall, Gee & Mitchell, grain commission.
United Grain Co., grain commission.
White Grain Co., receivers and shippers.

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Stockham Grain Co., E., whole grain & feed.

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Jennings Grain Co., C. D., consignments.
Larabee Flour Mills Co., want mlg. wheat.
McClure Grain Co., J. B., grain & seeds.
Pettit Grain Co., L. H., gr. com., recvrs., shprs.
Sylvia Milling Co., grain & feed.
Turon Mill & Elevtr. Co., recvrs. & shprs.
Rock Mill & Elevtr. Co., wheat, corn, oats.
Union Grain Co., mlg. wheat, kafir, milo.

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Board of Trade Members.

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Central Grain & Seed Co., recvrs. and shippers.*
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Kinney Grain Co., H. E., receiver and shipper.*
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Miller Grain Co., receivers grain and hay.
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INDIANAPOLIS—Continued.

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Urmston Grain Co., receivers & shippers.*
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Wyatt, E. W., grain, hay, mill feed broker.

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Rialto Elevtr. Co., grain receivers & shippers.
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Quinn Shepherdson Co., grain commission.*
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Stair, Christensen & Timmerman, gr. commission.*
Turle & Co., grain commission.
Van Dusen-Harrington Co., grain merchants.*
Winter-Truesdell-Ames Co., grain com.
Zimmerman, Otto A., barley & oats my specialty.*

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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Mercer, Frazier & Holloway, field seeds & grain.

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Welsh Grain Co., grain, hay consignments.

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Miles, P. B. & Co., grain commission.*
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Southworth & Co., grain and seeds.*
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Zahn & Co., J. F., grain, seeds.*

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Kemper Grain Co., The, receivers and shippers.*
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Norris Grain Co., The Exporters.*
Powell & Co., L. H., receivers and shippers.*
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Roth Grain Co., receivers and shippers.
Strong Grain & Coal Co., B., grain & coal.*
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*Members Grain Dealers National Association.

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LEW HILL, Traveling Representative

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GRAIN DEALERS JOURNAL

URMSTON GRAIN CO.

626-7 Board of Trade Bldg.,

Indianapolis, Ind.

Both Phones 1806

Commission and brokerage. Thoroughly equipped to handle consignments in the best possible manner and sales made on grain offered to arrive. We respectfully solicit a share of your Indianapolis business. The most careful personal attention given to consignments, each car being worked out on its individual merits and with good clerical force, all business is put through promptly.

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We make and sell flour and corn meal.

Denver Elevator Co., The

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Alfalfa hay buyers and shippers.

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CASH GRAIN

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KANSAS

The Union Grain Co.

MILLING WHEAT

KAFFIR

MILO MAIZE

Hutchinson,

Kansas

Turon Mill & Elvtr. Co.

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All Kinds of

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We buy and sell

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We Want Good

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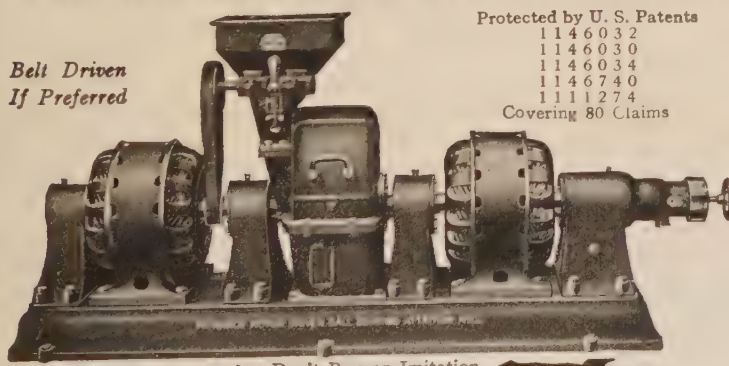
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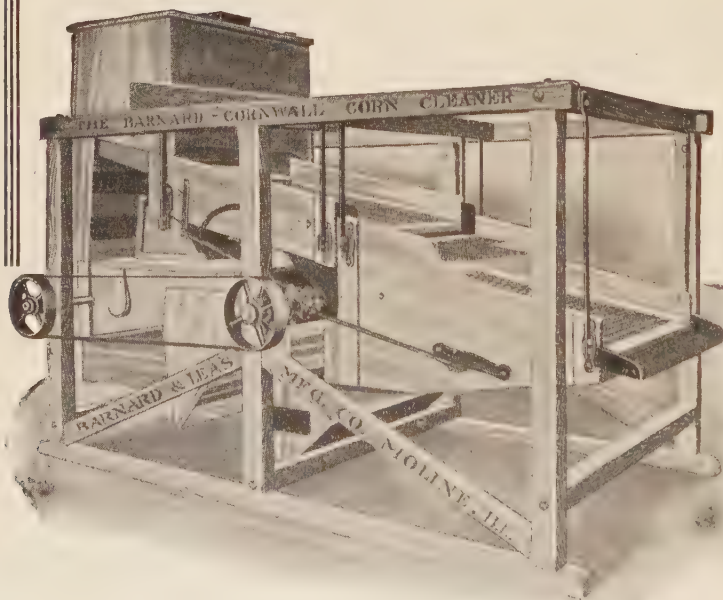
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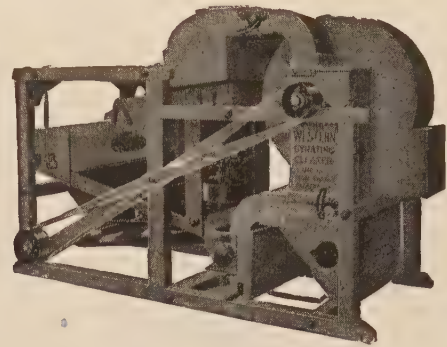
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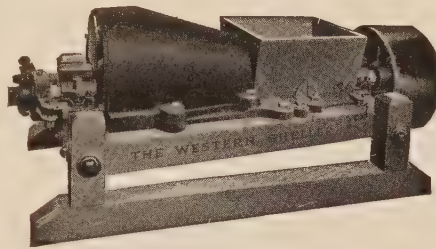
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the kind that you can always depend upon to give you the best quality of work and to stand up under the severe strains of the big crop movement season. It is essential to the prosperity of every grain elevator owner to maintain a high standard of handling efficiency and economy. No progressive grain dealer who has larger profits in view would re-equip or improve with machinery of doubtful character or unproven quality. For lasting satisfaction and increased efficiency in the mechanical department of your elevator install the



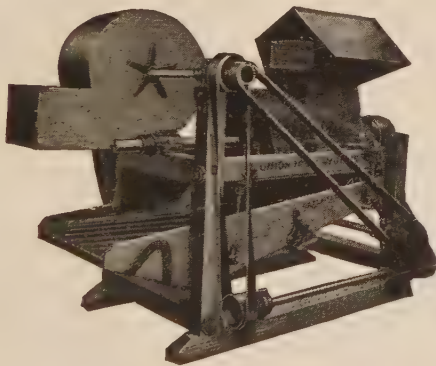
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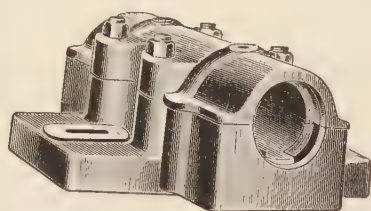
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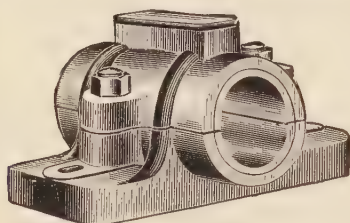
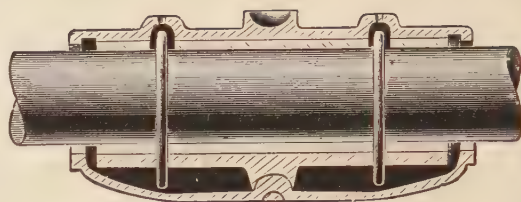
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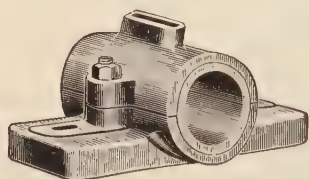
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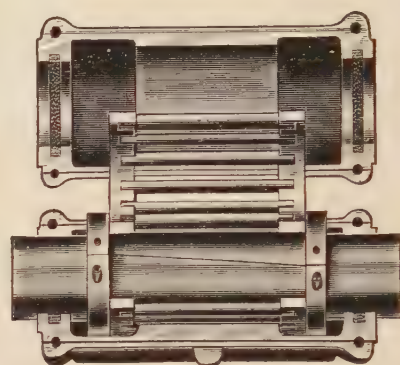
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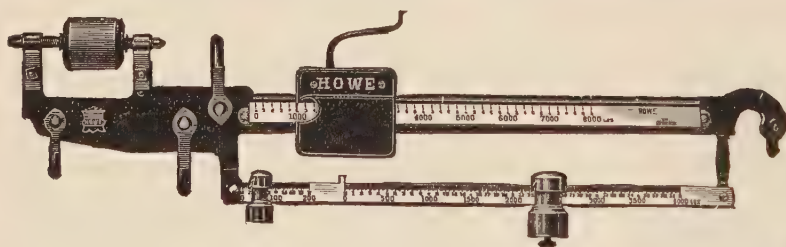


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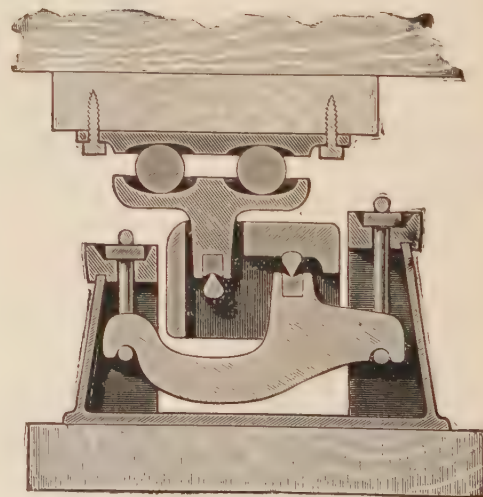
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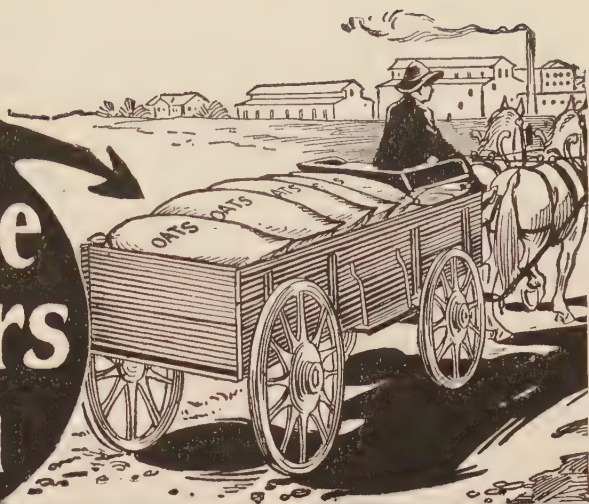


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(56)

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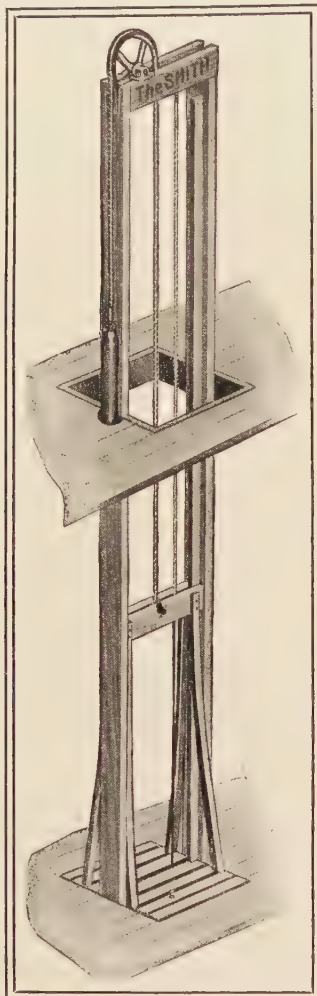


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CHARLES S. CLARK,
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(Seal)

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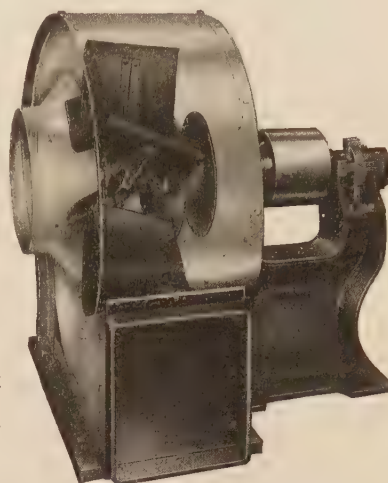
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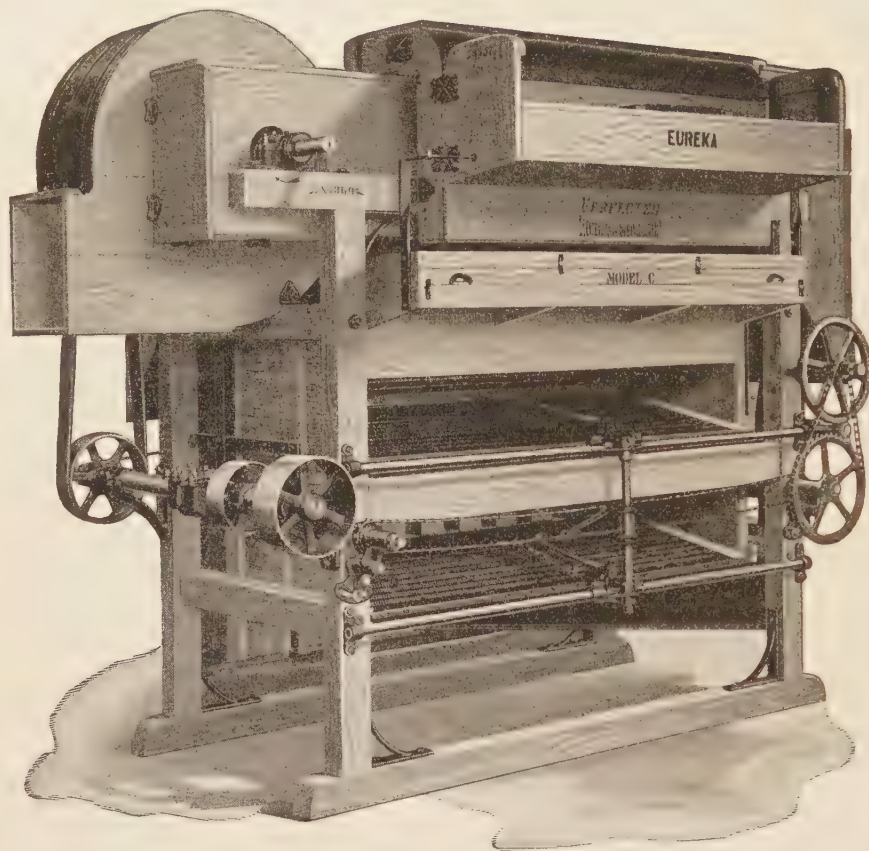
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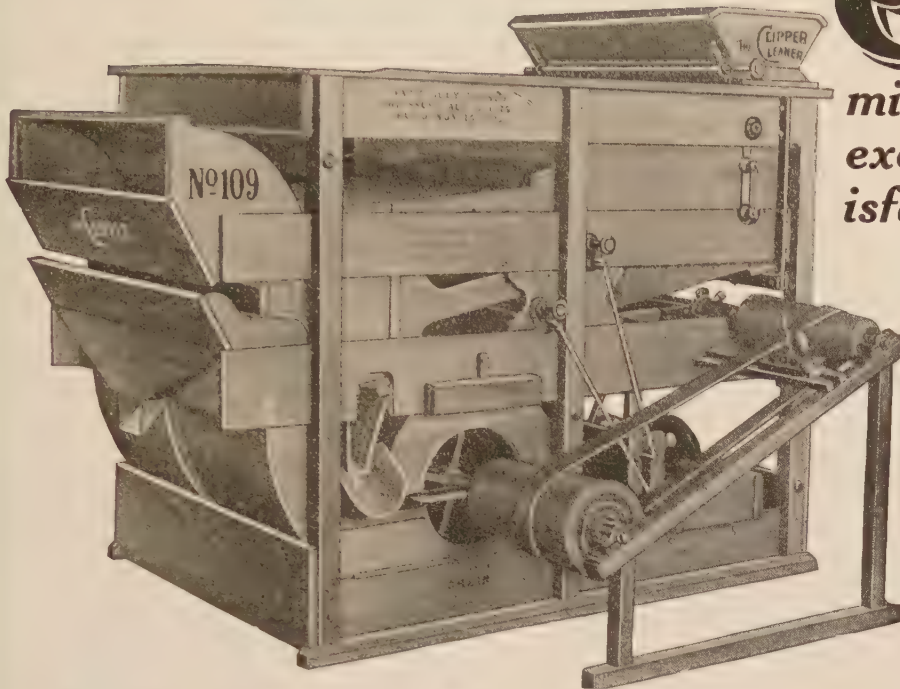
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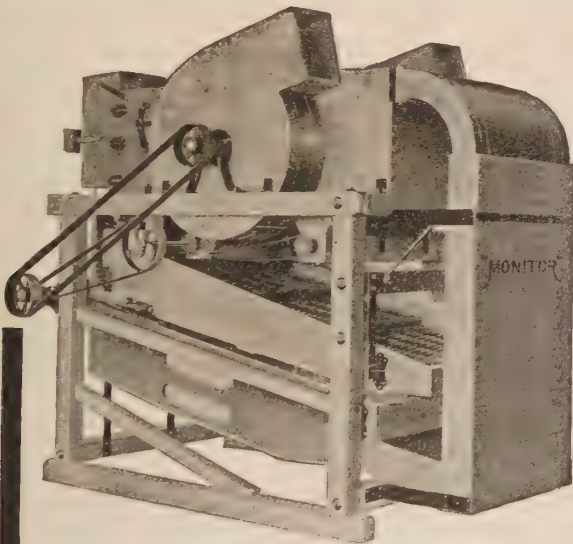
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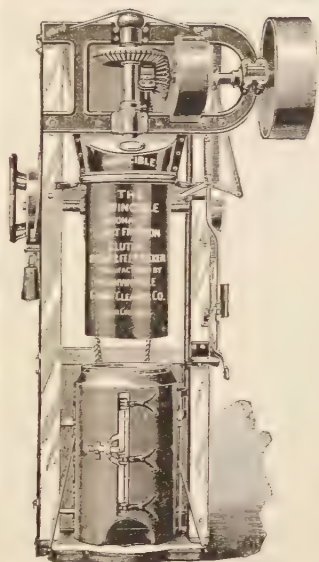
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The original—the first "Combined Corn and Grain Cleaner"—endorsed by hundreds of grain dealers. Many of the original, important improvements embodied in this Cleaner and which made it one of the greatest sellers of modern times—are **exclusive, patented** features, which no other machine has—REMEMBER THIS.

It's another cleaner in 30 seconds

30 seconds to change valves and distributor gate—then, instead of the Corn Cleaner you have just been using—a Grain Cleaner. No sieves to change, no belts to shift, no stopping machine—no waits or delays. Barring these thirty-second changes you are always ready for two kinds of cleaning. You have two-machines-in-one equipment—perfect corn cleaning, unmatched oats or wheat cleaning. You have the **most Cleaner to the least floor space**, for the **least power**, the **smallest** care and upkeep expense. The "Monitor" was a clean cut innovation in Cleaners, introduced by us before "Combination" Cleaners had been heard of and has proven successful in a thousand elevators. Its dependability, cleaning efficiency, durability and generally satisfactory performance is attested to by hundreds of grain dealers. Its adaptability to uses where corn and small grains are handled makes it a good buy for many—its exclusive design of construction and equipment makes it the **one best buy** in "Combination" Cleaners.

HUNTLEY MFG. CO.
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Here's a Clutch that Really CLUTCHES

The trouble with ordinary Packers lies in their clutches. You know how they slur when they should hold, and grip when they should release. We *guarantee* the Friction Clutch of every

Invincible Giant Feed Packer

You adjust them once. Then depend on it—they'll do what you want them to do, every time.

Write for all the details and prices to

INVINCIBLE GRAIN CLEANER CO.

Dept. 4

Silver Creek

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MEAD, JOHNSON & CO.
Evansville, Ind.
have included this machine
in their new feed plant.

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WILFORD CLEANER and SEPARATOR

IS INSTALLED IN BALTIMORE'S LARGEST ELEVATORS



and is giving excellent service.

The machine is equipped with three sets of screens, 9x12, built in 5 sections each. Handling 35,000 bus. in 10 hours this machine will give four samples of screenings and of dust after passing through seven distinct air shafts. Blowing and screening over one screen this machine has a capacity of 8,000 to 9,000 bus. per hour.

Smaller machines of the same type are made in sizes from one foot up.

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Rates \$1.50 to \$5.00 per day

The DYCKMAN gives more for the money
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Headquarters for the Grain Trade
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Sure Death to Rats

BY USING OUR

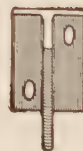
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Rat Swat is sold under our guarantee to rid your building of these pests or your money back, if used according to directions. One package covers 3,000 feet. Price \$3. Send for booklet.

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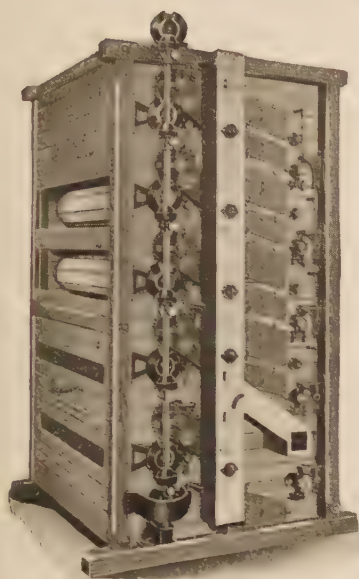
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Select the type for your needs. We will ship it to you on 30 days' free trial. It must deliver results never given you by any other separator, upkeep low, account of splendid construction. The cost is lower compared with results delivered.

Send for full particulars as to price, floor space needed and power consumption.

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Reduces insurance, time, labor expense. No power necessary to operate. Absolutely safe.

Steel Loading Spouts

Flexible; made of the best steel; any length. Changeable sections.

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Birchard patent. Steel. Will eliminate all chance of mixing grain.

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Absolutely essential for the economic transmission of power.

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Steel. Provided with take-up screws and clean-out doors.

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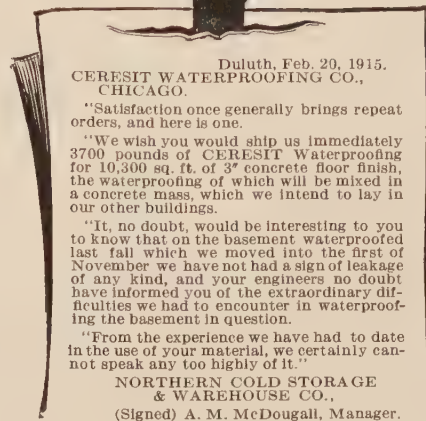
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The Everlasting Waterproofing

CERESIT never fails. It renders all cement, concrete and stucco work as impervious to water as welded steel. Countless tests and thousands of installations prove it ideal for waterproofing grain elevators, basements, underground passages, boiler pits, etc.

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**Added One More Usable Floor
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Warehouse built on filled ground, mostly sand and gravel, with a boat slip on both sides. Basement is about 3 feet below water level and subject to heavy hydrostatic pressure and was effectively waterproofed by using CERESIT in top finish of floor and in a cement mortar coating applied to the inside of the walls. RESULT:—A permanently DUST-DRY basement affording valuable storage space at a small additional expenditure.

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**"YOUNGLOVE does all the
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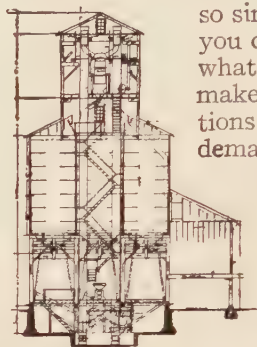
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We build all kinds of

**GRAIN ELEVATORS
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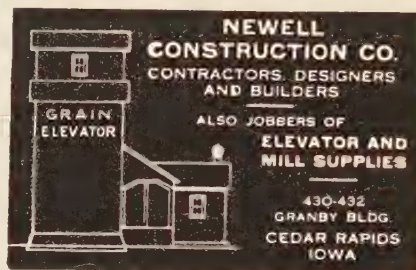
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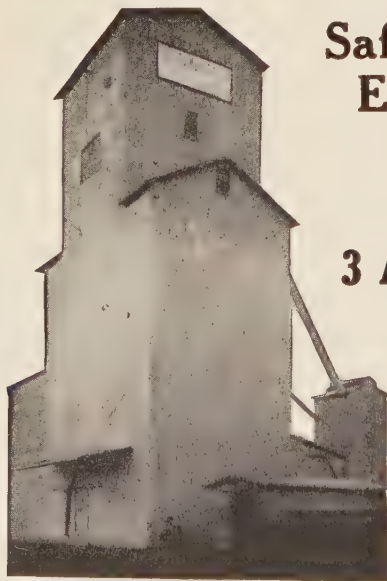
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Builders of
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**See our "Seeds For Sale—
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Tell us what you need for your elevator
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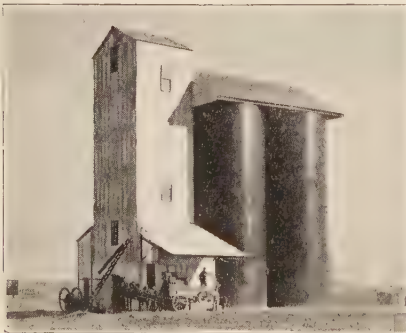
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Electrically Driven and Modern in Every Respect.

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Is Steel Construction
WHEN BUILT RIGHTIt Does Not Burn.
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WE KNOW HOW TO BUILD THEM RIGHT

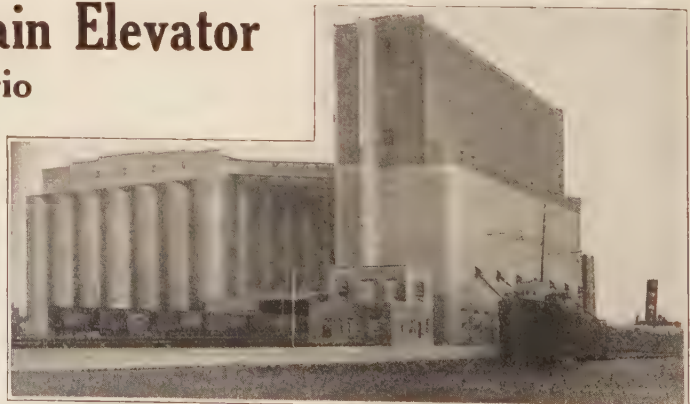
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MINNEAPOLIS, MINN.Canadian Government Grain Elevator
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Capacity 3,500,000 Bushels

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Now under construction. Total Capacity of Completed Plant: 10,000,000 Bushels. To be operated by the Armour Grain Company of Chicago.

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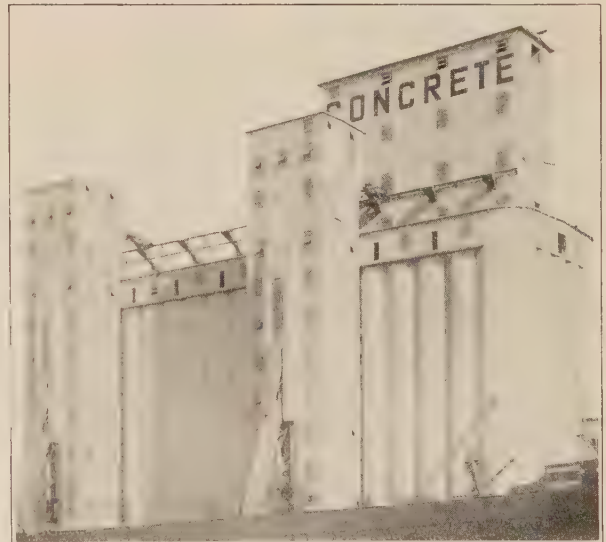


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CAPACITY—1,110,000 BUSHELS. The
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Reinforced Concrete—1,000,000 bu. capacity.
Receiving capacity from boats 50,000 bu. per
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Designed and Built by
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If you are really anxious to learn the true merits and economical service of a

Combined Grain Cleaner and Pneumatic

CAR LOADER

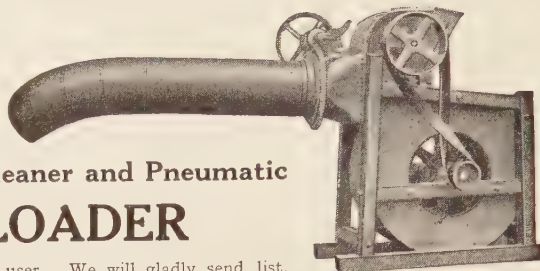
become acquainted with any user. We will gladly send list.

Why you should install the MATTOON

It is impossible for it to mill or crack the grain. It will fill largest cars to full capacity, without any labor in the car. Strong and durable, automatic in action, and requires no attention after starting. Constant moving of pneumatic tube as it loads the grain prevents dust from gathering in center of car. Cools and dries the grain as it passes through the air.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

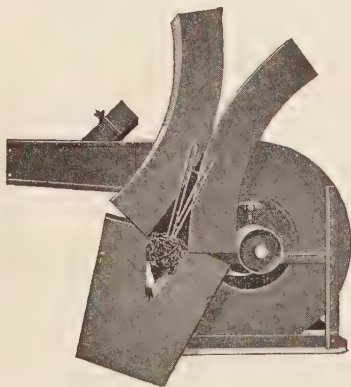


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We are always in the market for just such kind of material, and solicit your correspondence regarding same.

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No need to scoop grain in dirty, dusty cars. Five minutes' talk with any user of a Boss Air Blast Car Loader will convince you.

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Mt. Pulaski Grain Co., Cornland, Ill.: "Certainly highly pleased with your new loader. Loads every car to full capacity without shoveling and improves the grades."

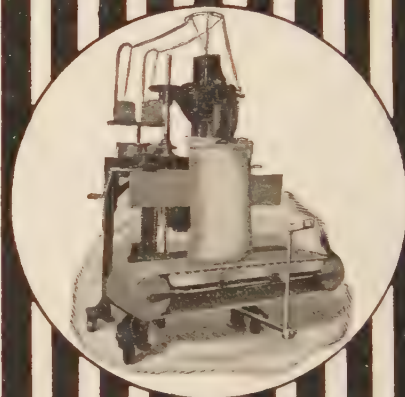
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We might go on naming user after user who has gotten away from loading troubles entirely by installing a Boss Air Blast Car Loader.

Every car loaded to full capacity without shoveling. CANNOT injure the tenderest grain. Grades improved. 30 days' trial allowed. Simple and easy to install. Write for complete catalog today. It will pay you.

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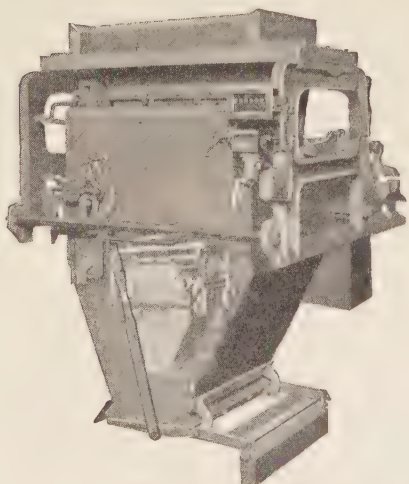
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Closes the mouths of all varieties of bags after they are filled—more securely, far more speedily and at a greater reduced cost than can be approached by hand sewing.

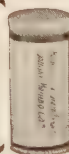
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THE RICHARDSON AUTOMATIC Type Registering SCALE



For Accurate Moisture Tests use our Grain Dealers Air Tight Cans for forwarding your grain samples.

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which will not clog or bind. Steel tubing fitted with maple pole. Point is turned of solid bar steel. Top is fitted with a bronze collar. Trier is 56 x 1 3/4 inches and has eight openings.

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is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9 1/2 x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 car loads.

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Our elevator belting, in the end, gives the greatest returns on the investment. Used and approved by some of the largest elevators in the country. Estimates for equipments cheerfully furnished.

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Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380.

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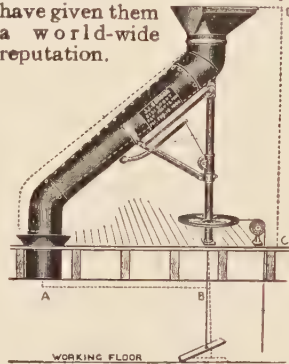
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Every spout guaranteed as represented.

will absolutely prevent the mixing of grain. The best of material and workmanship have given them a world-wide reputation.



Don't accept those "almost as good." For satisfaction, get the genuine, made by

J. J. GERBER

MINNEAPOLIS

MINNESOTA

Mr. Gas Engine User

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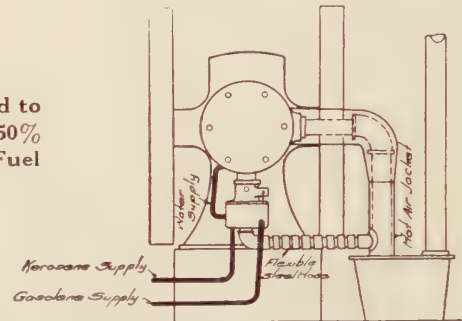
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You do not have to make any change in your equipment, only to attach your kerosene carburetor and go ahead.

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is very easy by using Tester Friction Clutches on your line shafts and machines. You then only operate such shafts and machines as are really needed.

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We make them in four sizes:
7 PASSENGER FORD SPECIAL
5 PASSENGER ELECTRIC

Grain Dealers can handle a few of these covers and make a good profit on them. Further information on request.

THE KENNEDY CAR LINER & BAG CO., Shelbyville, Ind.
New York Office, 41 Park Row

Have you ever had to stop your elevator to clear a choked boot when you were in a hurry to take in grain or to ship it out?

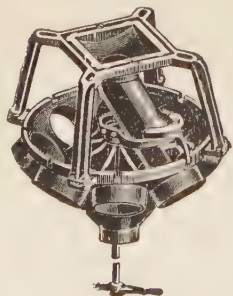
The HALL SPECIAL (Elevator Leg)

completely obviates this trouble. Users never think about chokes or delays with this system, for they never have them.

The bucket belt runs steadily, and constantly, every bucket completely full, with no attention at the feed gate.

You elevate double the amount of grain in an hour, or a day, that you would with any other system, or, what is the same thing, you only need half the size buckets and leg equipment to do the same work, and do it easier, and better and more systematic.

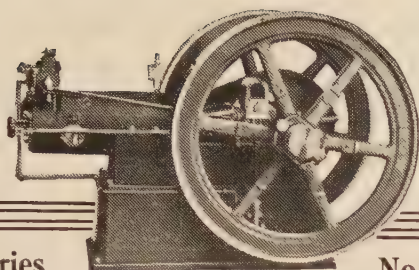
If you want a SIMPLE, ECONOMICAL, EFFICIENT and DURABLE Grain Distributor, investigate the merits of the improved HALL SIGNALING NON-MIXING device. It accomplishes ends none others reach, as over a thousand users will testify. Send for Catalogue "B."



Hall Distributor Company, 222 Range Bldg., Omaha, Nebraska

To BUY or SELL RENT or LEASE an ELEVATOR

Place an adv. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns.



No Batteries

No Cranking

No Delays From Breakdowns

THE TROUBLES ALL LEFT OUT

To you men who have bought to regret, we suggest a careful investigation of the Lauson Gasoline or Kerosene Engine, because it is one you can depend on to do continuous hard work all the time. It will start right in the morning and stop right at night. The "Why" of it all is explained in our illustrated catalog, which is yours for the asking.

Built in all sizes from 2 to 100 H. P.

The John Lauson Mfg. Co., 65 Monroe St., New Holstein, Wis.

SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought } PRICE, \$3.00
Form 385 Record of Car Loads Shipped }
GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago

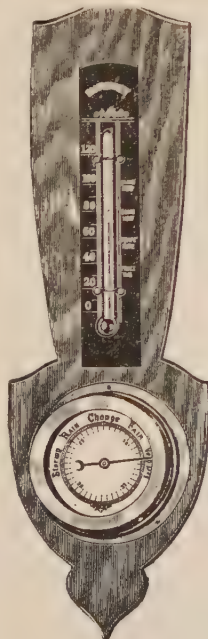
GENUINE CRUDE AND FUEL OIL ENGINES

Operate successfully on cheapest fuel oil.
Sizes 10 to 75 H. P. Stationary only.

MUNCIE OIL ENGINE CO.
Muncie, Ind., U. S. A. 1215 Jackson St.

PRIVATE WEATHER BUREAU

FORECAST 18 HOURS IN ADVANCE



A new instrument which combines an accurate thermometer and a reliable barometer. Invaluable to the shipper and the farmer and to everybody who must be able to know in advance what the weather will be.

FORECASTS WEATHER
WEATHEROMETER
HOURS IN ADVANCE

deal for Summer Homes and Cottages, Automobileists and Travelers.

Formerly sold at \$3.00

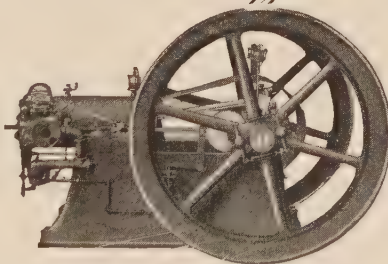
NOW \$1 SEND US NO MONEY

Send your order and Weatherometer will be sent by Parcel Post, C. O. D. \$1 bill can be enclosed if you prefer.

Guaranteed to be Satisfactory.

GERMANIA
INSTRUMENT CO.
Dept. 50, 618 Mallers Bldg., CHICAGO, ILL.

OPERATED ON
FUELS ALWAYS
OBTAINABLE



8 to 160 H. P
Oil—Gas—Gasoline

MONEY—

Invested in a CHARTER ENGINE brings 100% returns in power, service and reliability. We are doing it for others—why not you?

WRITE NOW

Charter Gas Engine Co.

Incorporated 1871

• 60-80 Wallace Street, STERLING, ILL., U. S. A.

A Car-Mover that Stands the Test NEW BADGER

FREE
For 30 Days

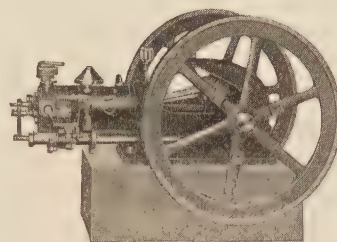


We will send you a New Badger Car-Mover for thirty days free trial and if it does not meet with your approval return it. We pay the freight both ways. If you keep it you are to send us \$5.00.

We would not make such an offer were we not sure that this Car-Mover would stand the test. It has been on the market for a long time and has always met with the approval of its users.

Drop us a post card and ask us to send you the New Badger for thirty days' free trial.

ADVANCE CAR-MOVER CO., APPLETON WISCONSIN



There is one big basic difference between OTTO Engines and most others used now in stationary service.

It is as the difference between the heavy draft horse and the light race horse—the difference in the way they generate power.

They may generate the same horse power; only the large animal does it at a walk or slow trot, while the other has to develop high speeds to attain it.

OTTO Engines



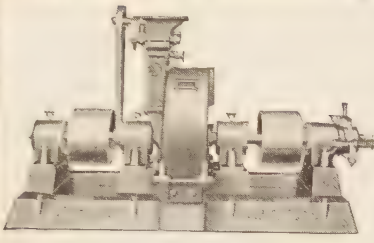
OTTOS are heavy, slow speed engines, time proved and economical. They last long, because the racking is less, and there is more metal to take it.

And just because no one would expect a light, high-speed automobile engine to last long in power service, the heavy weight and the slow speed of the OTTO are in themselves reasons why many OTTOS are still running after 30 years of work.

The Otto Gas Engine Works
Main Office and Works
Philadelphia, Pa.

Chicago—15-17 S. Clinton St.

SCIENTIFIC



**SCIENTIFIC
Ball Bearing
Attrition Mills**

More than fifty years experience is built into every mill. The "Scientific" will put money in your pocket by increasing production, reducing operating costs and insuring uniform grinding.

THE BAUER BROS. CO.
506 Bauer Bldg.
Springfield Ohio

Write today for our booklet "Straight from the Shoulder"

SCIENTIFIC

Car Order Blanks

FORM 222 C. O.
So many grain shippers are experiencing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facilitate proving delay by railroad company and to encourage railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to carrier's agent and carbon copy be retained in book. Fifty orders and 50 duplicates in each book. Price, 50 cts.

**Grain Dealers
Journal,**
315 So. La Salle St.
CHICAGO, ILL.

VILLA and I!



'Tis Villa this, and Villa that,
Tis Villa all the while,
But I'll bet you a bran new hat
I've got him skinned a mile.
I keep the fellows guessin'
An' wonderin' what they'd do,
If I should come up missin'
Before the job is through,
For, I keep that old dump steady,
And let it down with ease,
An' so you'd best get ready
To try me, if you please.
For Villa and I, are Outlaws,
With nothin' else to do,
But keep you boys all busy
A watchin' Business brew.

Chase me down, learn the game,
Then you'll understand my
fame.

L. J. McMILLIN

523 Board of Trade Bldg.

INDIANAPOLIS INDIANA

ELEVATOR MACHINERY

**GRAIN DRYERS—All sizes, CRUSHERS,
SHELLERS and MILLS CONVEYORS
and ELEVATORS, CHAIN BELT and
SPROCKET WHEELS, OAT MEAL and
PEARLED BARLEY MACHINERY,
HOMINY MILLS**

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

When you see it in the
JOURNAL
help us by saying so

This 5 Line Want Ad Sold the Elevator—Read the Letter D. Milligan Company

D. MILLIGAN
F. W. MILLIGAN
F. D. MILLIGAN
E. A. MILLIGAN

DEALERS IN
LUMBER, GRAIN, COAL, LIME AND CEMENT

BRANCHES ON
C. & N. W. RY
C. M. & ST. P. RY
M. & ST. L. RY
IN CENTRAL IOWA

JEFFERSON, IOWA June 2, 1914.

Grain Dealers Journal,
Chicago, Illinois.

Gentlemen:

We recently carried an advertisement of an elevator for sale in one issue of your paper and received ten replies, most of them from men who seemed to be bona fide purchasers, and made sale of the property to Mr. C. C. Buck of Iowa Falls through the advertisement. This was our Dana, Iowa, plant which we sold, because we desired to extend our business along the Milwaukee or Northwestern, where the train service is more convenient for us.

Very truly,

D. Milligan Co.

CENTRAL IOWA, best location in town, new elevator, and first class lumber business; competition of the best kind. Address Fred. Box 7, Grain Dealers Journal, Chicago, Ill.

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

SITUATIONS WANTED.

POSITION WANTED as buyer for line house in Northwest. Best of references; 4 years' experience. Address Best, Box 6, Grain Dealers Journal, Chicago.

WANTED—Position as grain buyer or traveling Supt., experienced. Best of reference and willing to prove ability. J. H., Box 5, Grain Dealers Journal, Chicago.

WANTED—Position as traveling solicitor for reliable grain firm or Manager of elevator. 14 years in the grain business. Address Results, Box 5, Grain Dealers Journal, Chicago.

WANT A POSITION as Manager either in Nebraska or Iowa in town where there are good schools. 12 years' experience and can furnish best of references. Address O. C., Box 6, Grain Dealers Journal, Chicago.

WANTED—Position as Manager of elevator by a young man, 2 years experience as second man. Good references. For further particulars address North, Box 5, Grain Dealers Journal, Chicago.

WANTED POSITION Manager of line elevator or private firm. 4 yrs. experience as Manager. 30 years old, married. Can furnish Bank references. Address Brown, Box 11, Grain Dealers Journal, Chicago.

I AM LOOKING for position with good grain firm as claim agent or traffic mgr. Am familiar with grain claims and can show results. Furnish reference. Address BB, Box 5, Grain Dealers Journal, Chicago.

BY German 37 years old, honest, sober and not afraid to work, as manager in elevator. 10 years' experience. Neb., Kans. or Western Iowa preferred. Address Bob, Box 2, Grain Dealers Journal, Chicago.

POSITION WANTED as Manager of Country elvtr. or grain solicitor. 15 years experience as buyer and manager. Good bookkeeper and mechanic. Best of references. Will go anywhere or Canada. G. A. J., Box 42, Vesper, Kansas.

POSITION WANTED as Elevator Manager and Operator, or second man at fair salary. Thoroughly experienced; can handle any part of the work, and not afraid of work. Address Kind, Box 11, Grain Dealers Journal, Chicago.

POSITION WANTED as Manager of Farmers elevator. 3 years experience. Understand bookkeeping and buying and selling of grain. Also experienced in live stock business. Reference A-1. Address EP, Box 5, Grain Dealers Journal, Chicago.

WANTED position as Manager Farmers Elevator, or good Line Co. Have had 15 yrs. experience in grain, live stock and coal. Can talk some German. References, and take job on a few days notice. Address Ted, Box 1, Grain Dealers Journal, Chicago.

POSITION WANTED as Grain Buyer or elevator Manager. Have 4 years' experience and can handle Livestock, Coal, Wood, etc. Can handle any set of books and operate typewriter. All references and further particulars on application to N. W. Box 4, Grain Dealers Journal, Chicago.

SITUATIONS WANTED.

WANTED POSITION as Manager of County Elevator; 2 yrs. experience. Reference, last employer. Address W. B., Box 6, Grain Dealers Journal, Chicago.

WANTED POSITION as Manager of Country elevator or solicitor. Fully competent to do this work. Address X. L., Box 5, Grain Dealers Journal, Chicago.

POSITION WANTED as Manager for Farmers or Line Elevator. 2 years experience. Understand bookkeeping. A-1 references. Single man. C. W. Bruce, Meriden, Iowa.

WANTED—Position by experienced lumber and grain man as Manager, Auditor, or Traveling solicitor. At present employed. References. Address John Jindrich, Walford, Iowa.

WANTED POSITION as Manager or Auditor by man who thoroughly understands grain and can furnish best of references as to character and ability. Address Now, Box 3, Grain Dealers Journal, Chicago.

15 YEARS experience merchandising Kansas and Oklahoma grain. Well up on freight tariffs to all parts of country. Understand book-keeping. Want position managing grain department with wide-awake firm. Address Harry, Box 6, Grain Dealers Journal, Chicago.

WANT position as foreman in a grain elevator. Have had seven years' experience and can furnish reference. Am of good habits, and can handle gas engines and electrical appliances. Would prefer position in Indiana. Write A. F., Box 4, Grain Dealers Journal, Chicago.

HELP WANTED.

WE HAVE a position open for an experienced miller who understands the manufacture and mixing of all kinds of stock and poultry feeds. Must furnish A-1 references. Address Leslie, Box 5, Grain Dealers Journal, Chicago.

WE HAVE an office position open for an energetic young man experienced in the sale of stock foods and prefer one who has had experience in buying grain on track from dealers. Must furnish A-1 references. Address Hurry, Box 5, Grain Dealers Journal, Chicago.

WANT A man not over 40, who understands elevator machinery thoroly, including steam and gasoline power, who is sober at all times, industrious and energetic, and who will continually have in mind his employer's interests, for a country elevator. To such a man who can furnish satisfactory references, we will offer a good salary. Communicate with Shultz & Bump, Keensburg, Ill.

SOLICITORS' SIDE LINE.

SIDELINE SALESMEN wanted to handle the TOLLOMETER; reduces and checks telephone tolls; widely used by grain trade. A live wire can make \$25.00 extra per week. The Tollometer Selling Corporation, Forestville, Conn.

PARTNERS WANTED.

WANTED—Experienced grain man, with \$5,000 to \$10,000 to take active interest in established grain firm, Central Ohio. All cash not necessary. Will stand rigid investigation. References exchanged. Address Bell, Box 5, Grain Dealers Journal, Chicago.

MILLS FOR SALE.

FOR SALE OR TRADE—A good 60 bbl. Oklahoma full roller mill. Manchester Mill & Elevator Co., Manchester, Okla.

FOR SALE.

A-No. 1 Custom Feed Mill and coal business. Write for particulars to E. D. Holdridge, Randolph, N. Y.

FOR SALE 150-bbl. flour mill, situated in Kansas wheat belt, in operation; money maker. Address Bee, Box 6, Grain Dealers Journal, Chicago.

TWENTY-FIVE-BARREL wheat and 100 bu. corn mill for sale, also saw mill. Good six-room residence with the above. All in good farming country. Address H. H. Basore, Kingston, Ark.

FOR SALE 50 bbl. Roller Flour and feed mill with 10,000 bu. elevator in good wheat and feed section of Wisconsin. Oil Engine for power in good running order and on side track of R. R. Address J., Box 1, Grain Dealers Journal, Chicago.

FOR SALE OR LEASE, 100-bbl. brick flour mill, representing an investment of over \$50,000; a going concern established for 50 years, with splendid local trade; will sell for less than the real estate value, or will lease for a long time to responsible parties; owner must retire on account of age. Address E. J. Gilbert, Mansfield, Ohio.

FOR SALE OR RENT—A fine up-to-date mill, located in the heart of a buckwheat and dairy country; capacity 50 bbls. wheat flour and 100 bbls. buckwheat flour; 8 to 10 tons of feed; grain storage for 2 or 3 cars; about 2 acres of land, and private railroad switch; steam power and gas engine, either one sufficient power to run mill alone; good buckwheat flour trade in car lots established; large local feed trade. Address Chase, Hibbard Corporation, Elmira, N. Y.

ADMINISTRATORS SALE of flour mill. On account of the death of owners, the Lebanon Roller Mills, located in Lebanon, Ind., will be sold at private sale to the highest bidder on or after March 24th, 1916. This mill has 100 bbl. capacity, equipped throughout with Nordyke & Marmon machinery, four 9x18 four roller mills, one 9x24 four roller mill, one 7x18 six roller mill for corn and feed. Sifters, reels, cleaners, packers and everything necessary in a complete mill. All located in a 2½ story brick Slate roof building, main building 36x80 ft. one story addition 16x80 ft. Cribbed storage bins for 14,000 bus. grain. Lebanon is 28 mi. Northwest of Indianapolis, on the Chicago division of C. C. C. & St. L. Ry., 14 miles from any other mill. For particulars and further information address, Union Trust Company, Admr., Lebanon, Ind.

ELEVATORS FOR SALE.

TWO ELEVATORS located on P. H. Ry. in Southwestern Ohio. Address J. & J. Leas, West Manchester, Ohio.

OHIO Elevator and general supply business. Act Quick. No agents. Monigan, Rochester, Ohio.

FOR SALE—Long lease on one or more elevators in good grain belt of Nebr. Better than owning elevators. Address Long, Box 5, Grain Dealers Journal, Chicago.

FOR SALE—Elevator and feed mill, best paying elevator in Eastern Oklahoma. A great bargain. Address Box 462, Kansas City, Mo.

SOUTH DAKOTA—Good cribbed 30,000 bu. elevator with a 1,500 bu. corn crib for sale. For details write to J. C. Raugust, Emery, S. D.

OKLAHOMA Elevators for sale, located in Northern and Northeastern Okla., good locations, good grain sections. Address E. W. Box 6, Grain Dealers Journal, Chicago.

RIVERSIDE Elevator and Warehouses, Memphis, Tenn., between the Frisco and I. C. tracks; near business center and all freight depots; capacity 300 cars. Webb & Maury, Memphis, Tenn.

CENTRAL, ILL. New up-to-date Elvtr. 300,000 bu. shipments. Good town. Price \$17,000. Terms. Money maker. Address Val, Box 6, Grain Dealers Journal, Chicago.

KANSAS—18,000-bu. concrete bottom hopper elevator for sale. Equipped with Richardson Automatic hopper scale, coal sheds. Only 4 other small elevators at station. Central Kans., U. P. R. R. Address Sun, Box 4, Grain Dealers Journal, Chicago.

HALLOWAY, MINN. 25,000 bushel capacity Stone Foundation Cribbed Grain Elevator for sale. Dump scale, Brick engine house. All strictly modern and in good repair. \$2,500.00 to quick buyer. For particulars address Might, Box 11, Grain Dealers Journal, Chicago.

FOR SALE Three elevators in Wisconsin, one located on C. & N. W. Ry., and C. M. & St. P. Ry. and other two on C. & N. W. Ry. Good paying proposition all year. Flour, seed and staples are jobbed in connection to the retail grocers. Reason for selling surviving partner retiring from business. Address XO, Box 12, Grain Dealers Journal, Chicago, Ill.

CENTRAL INDIANA elevator for sale. Capacity 20,000. Handles 125,000 bus. annually; nearest competition 5 miles. Iron covering, gasoline power, coal, cement, wire fence and post business as side lines. \$6,000 cash, \$4,000 back on balance, terms to suit purchaser. Nat P. Claybaugh, Elevator and Real Estate Broker, Board of Trade Bldg., Frankfort, Ind.

SALE OF ELEVATOR PROPERTIES.

The three Elevator properties located at Mt. Sterling, Ohio, Derby, Ohio, and Orient, Ohio, respectfully, belonging to the estate of WILLIS JONES, deceased, will be sold at public auction on THURSDAY, MARCH 30th, 1916, at one o'clock P. M., upon the premises of the Elevator at Mt. Sterling, Ohio.

These Elevators made a fortune under the management of the late Willis Jones, who died in January, 1916.

The Elevator at Orient, Ohio, is equipped with Hess grain driers and Orient is a transit station.

Liberal terms of credit will be given. Sale positive.

For full particulars, call on or address J. C. Murray, Executor of the Estate of Willis Jones.

Charles W. Crum,
Mt. Sterling, O.

Charles Dresbach, Attorney for said Estate, Circleville, Ohio.

ELEVATORS FOR SALE

WESTERN N. Dak. 30,000-bu. elev. for sale. For particulars address Box No. 10, Fairview, Mont.

NORTHWESTERN OHIO Elvtr. & coal business \$15,000.00. No trades. Do not write unless mean business. Address W. L. Box 11, Grain Dealers Journal, Chicago.

SOUTHERN KANSAS Elevator for sale. Only one in good grain territory. Write for particulars to James, Box 1, Grain Dealers Journal, Chicago.

FOR SALE—Elevator 15,000 bu. capacity, and 100 barrel capacity roller mill, both on same location. Modern and fine shape. In good grain center. Newcomer, Adair, Okla.

SOUTHWEST KANSAS—10,000 bu. capacity elevator and coal business. Best location, station ships 500,000. Good prospect. Address K, Box 5, Grain Dealers Journal, Chicago.

MINNESOTA Elevator, 10,000 bushel capacity and large tank holding 1000 bushels, on Omaha right of way, for sale to close estate. Address Edward C. Farmer, St. James, Minnesota.

OKLAHOMA Two Elevators for sale. One of the best grain elevators in the state, churches and good schools. Good prospect soon. For particulars address Box 6, Grain Dealers Journal, Chicago.

KANSAS 12,000 bu. cap. elev. in good rich wheat-growing section. Capacity 1,000, doing excellent business. Handles feed and coal. For particulars address James Garrett, Belle Plaine, Kans.

CENTRAL INDIANA—Well located \$1,000.00 on a 12M. capacity house, shed, coal sheds and other buildings. Handles 60M. bus. grain: 12 to 15 cars, 10 to 15 cars coal and other items. For particulars R. R. Private ground. Price \$5,000.00. For information address New, Box 6, Grain Dealers Journal, Chicago.

NORTHEASTERN MICH.—Concrete foundation, electric power, good elev. Good bean and grain business. Hopper scales, 4 giants, 2 gibbs, 1 Tinkens. Good railroad location. Station road: seeds, feed, coal. For particulars Quick sale. Address Quick Sale, Box 1, Grain Dealers Journal, Chicago.

NORTHERN INDIANA—15 M. Iron cribbed elevator in good live town of good farming community; no competition; everything up to date and well equipped. Steam power with plenty of cobs for fuel. Handle wheat, corn, oats, rye and all small seeds. Good wholesale and retail flour and feed trade. A splendid money maker. Good reason for selling. Address Bros., Box 1, Grain Dealers Journal, Chicago.

3 ILLINOIS ELEVATORS—Handling elvtr. at station that handles 300,000 bu. annually. One Farmers Elevator. Good coal trade in connection. \$10,000. 50,000-bu. modern elvtr. in town of 1,000 doing nice business, within 10 miles of Chicago. \$10,000.

75,000-bu. new elevator within 10 miles of Chicago. doing 300,000 bu. annually. Good coal trade in connection. For particulars address James M. Macdonald, Chicago, Ill.

OHIO elevator for sale. Good location on E. 4th St., Mansfield. Good business from public square, on main street in Pennsylvania R. R. city and country cars pass. Has 10 large storage bins, 10 bu. per hour feed mill, 1000 bushel motor power, also gas engine, 1000 lights all over building, 10 ft. deep, 150 feet deep; good coal, feed and straw storage. For particulars and quick sale trade on feed and straw. An excellent proposition for one wanting to engage in business of the kind. A bargain if sold between now and March 15. J. M. Smith, Bucyrus, Ohio.

ELEVATORS FOR SALE

CENTRAL MICH.—Bean and grain elev. for sale. Price \$10,000.00. Address J. Box 5, Grain Dealers Journal, Chicago.

FOR SALE—Good OHIO elevator and retail business in connection. Write Cowen, Box 2, Grain Dealers Journal, Chicago.

NORTHERN KANSAS Elevator and coal business for sale. For particulars address Long, Box 4, Grain Dealers Journal, Chicago.

ONE Elevator in Northern Okla. for sale. Good location. For particulars address Box 1, Grain Dealers Journal, Chicago.

ILLINOIS Elevator 25,000 bu. capacity. Good location. For particulars address Box 1, Grain Dealers Journal, Chicago.

NORTHERN INDIANA—25,000 bu. grain elevator and coal business for sale. Write for particulars address Box 1, Grain Dealers Journal, Chicago.

EASTERN KANSAS Elevator for sale. Good location. For particulars address Box 1, Grain Dealers Journal, Chicago.

OKLAHOMA Elevator for sale. Good location. For particulars address Box 1, Grain Dealers Journal, Chicago.

INDIANA Elevator for sale. Good location. For particulars address Box 1, Grain Dealers Journal, Chicago.

CENTRAL ILLINOIS ELEVATOR—One of the best grain elevators in the state. Good location. For particulars address Box 1, Grain Dealers Journal, Chicago.

SHERIFFS SALE in Partition of the Grain Elevator and Warehouse business at Mt. Sterling, Ohio. For particulars address Box 1, Grain Dealers Journal, Chicago.

ELEVATORS WANTED

WANTED to buy an elevator in good location in North Central States. For particulars address Box 1, Grain Dealers Journal, Chicago.

WANTED to buy an elevator in good location in North Central States. For particulars address Box 1, Grain Dealers Journal, Chicago.

ONE of the best grain elevators in the state. Good location. For particulars address Box 1, Grain Dealers Journal, Chicago.

ELEVATOR LOCATIONS

GOOD LOCATION for elevator and coal business. For particulars address Box 1, Grain Dealers Journal, Chicago.

ELEVATOR BROKERS.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

LIST YOUR ELEVATORS AND REAL ESTATE WITH ME FOR RESULTS. NAT P. CLAYBAUGH, ELEVATOR AND REAL ESTATE BROKER, Board of Trade Bldg., Frankfort, Ind.

IF YOU wish to buy or sell an elevator, write, wire or phone me. Always have a nice assortment to select from at prices ranging from \$3,500 to \$25,000. James M. Maguire, Campus, Ill.

BUSINESS OPPORTUNITIES.

ALFALFA MILL, Elevator and coal business for sale at a bargain. E. H. Link, Hillrose, Colo.

ELEVATOR and warehouse for sale. Good grain, flour and feed business. Inquire of Jos. W. Schmit, Fredonia, Wis.

FOR SALE—The Elevator and Lumber, Coal and Feed business of the Winnebago Produce & Supply Co., at Winnebago, Ill. Address C. P. Coolidge, Winnebago, Ill.

GET AWAY from the cold winters, but stay in the Grain Business.

A wholesale grain and feed business in Memphis, will lease elevator and warehouses or sell. Box 733, Memphis, Tenn.

NORTHERN ILLINOIS Coal, grain, feed business. Grain and feed storage 25,000, coal 2,000 tons; feed mill 60 h.p. steam, up-to-date. Good proposition for hustler. T. F., Box 6, Grain Dealers Journal, Chicago.

FOR SALE—Grain & Coal business in Central Iowa. A good station for one man and a good town to live in. The business will speak for itself. For particulars address IMG, Box 5, Grain Dealers Journal, Chicago, Ill.

INDEPENDENT ELEVATOR COMPANIES: Let us tell you how to finance your grain business in an Independent Manner; and at less cost in interest than you are now paying. No obligations to Commission men or local bankers.

SECURITIES INVESTMENT CO., 408 National Life Bldg., Chicago.

FOR SALE, an old established mail order seed house at a sacrifice, located in the heart of the clover seed district. Well equipped for the handling of all kinds of farm seeds. A large mailing list of reliable customers. Also good local business. Address Mail Order, Box 6, Grain Dealers Journal, Chicago.

KANSAS—First class Mill and Elevator for sale. Flour mill 175 bbl.; 40,000 bu. Cribbed Elevator. Both mill and Elevator lined all over with steel. Large brick boiler and engine room; 200 h.p. Corliss engine; 150 h.p. Atlas boiler plant; track scale. In good town, on two railroads, fully equipped, ready to run; on private land. No better wheat belt in the state. Same is all clear of incumbrances; \$8,000 cash will buy this with a \$3,000 note payable in two years. A bargain in a mill for someone who understands milling. Am no miller, and not able to get my sons interested to take it. Address Kaffir, Box 1, Grain Dealers Journal, Chicago.

INFORMATION BUREAU

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

SECOND-HAND BAGS AND BURLAP.

SHIP YOUR second hand bags to the Louisiana Bag Corporation, New Orleans, and receive highest market prices.

WHEAT BAGS FOR SALE.

5,400 second hand cotton bags at 11c each f.o.b. St. Louis, any quantity. Foell & Co., 123 Market St., St. Louis, Mo.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet-ling, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

ENGINES FOR SALE.

FOR SALE—12 h.p. Gasoline Engine and best French Burr corn mill. A. S. Sargent, Lewisville, Texas.

20 H. P. NASH Gas or Gasoline Engine for sale cheap; also 15 horsepower Lauson. J. T. McCarthy, Waukesha, Wis.

FOR SALE—Foods engine, 25 h.p.; used one year. We have installed electric power and have no further use of it. Price \$275.00. Consumers Fuel & Feed Co., Galesburg, Ill.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

MOTOR TRUCKS.

FOR SALE—International Truck. Used six months. Capacity one ton. Not abused. Good as new. Cost \$800.00; will sell for \$325.00. Consumers Fuel & Feed Co., Galesburg, Illinois.

STEAM ENGINES, BOILERS.

FOR SALE Cheap, for quick removal, a 150 h.p. Hamilton Corliss Engine and two boilers 16x72, all in A-1 condition. Address L. E. Slick & Co., Bloomington, Ill.

FOR SALE One boiler 16' by 54", 34—4" tubes; One 9x16 Brownell Automatic Steam Engine, water heater and feed pump. Cheap for quick sale. O. Klepinger, Ingomar, Ohio.

FOR SALE AT A BARGAIN; one 11x24 Simple non-condensing Murray Corliss Steam Engine, right hand Girder Type. 60 horse power running at 110 revolutions, on 90 pounds pressure at ¼ cut off. Complete with 8'x14" flywheel and steam pipe and valve. Engine as good as new, only used a short time, but as we have discontinued milling we wish to dispose of it. Rippe Grain & Milling Co., Fairmont, Minn.

FERRETS.

FERRETS, 1,000 good ratters, hunters. Breeding stock sale. G. Breman Co., Danville, Illinois.

SCALES FOR SALE.

FOR SALE—New Fairbanks 1,200-Bush. Hopper Scale with hopper and steel beams. Calumet Cereal Co., 184 W. Washington St., Chicago, Ill.

ONE 2nd hand Automatic Sacking Scales; one 2nd hand Richardson even-balance scale for check weighing; guaranteed. Cheap. Milwaukee Scale Co., Milwaukee, Wis.

SECOND - HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

DYNAMOS—MOTORS

FOR SALE—7½ h.p. 3-phase motor, alternating current, brand new. This motor too small for our mill, so we installed a 15 h.p. Bargain at \$100.00. Consumers Fuel & Feed Co., Galesburg, Illinois.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

MACHINES FOR SALE.

FOR SALE—Feed mill, No. 8 Bowsher, in good condition, with new set burrs, \$40, f. o. b. cars the J. B. Peters Elevator Co., Kempton, O.

FOR SALE—New Hero 4 hole force feed 6 h.p. corn sheller with car loader and cob carrier. Cap. 250 bu. Brand new, has shelled 150 bu. Cost \$230, sell for \$175. J. J. Lichter, Lewiston, Minn.

FOR SALE.

One N. P. Bowsher No. 8 Feed Mill complete with Elevator.

One No. 24 Western Pitless Corn Sheller, capacity 400 to 600 bu. per hour.

One No. 34 Western Gyrating Corn Cleaner. Capacity 400 to 600 bu. per hour. These machines are as good as new. Were used only a few days. Guaranteed. For prices address A. H. Richner, Crawfordsville, Ind.

Can save and make money for you.

Entire line of remodeled guaranteed 2nd hand machinery must be sold within 30 days. Any size or make. Single and Double Head Attrition Feed Grinders and Corn Crackers. Single and Double 2 and 3 Pair High Roller Mills, Reels, Packers, Grain Cleaners, for all purposes. Boilers, Motors, Water Wheels, Burr Mills, Crushers, Shellers, etc. Can supply any thing new or 2nd hand for Flour or Feed Mill, Grain Elevator, etc. Satisfaction guaranteed. Write for prices at Once.

George J. Noth,

9 South Clinton St., Chicago, Ill.

FOR SALE—Two No. 5 and one No. 5½ "Monitor" Cracked Corn Graders, capacity for taking Stock from a pair of 9x30 rolls. 2000 Ft. 12" 6 ply New Balata Belt @ 65c per foot.
400 Ft. 16" 6 ply New Balata Belt, @ 88c per foot.
800 Ft. 18" 6 ply New Balata Belt @ 99c per foot.

Two No. 0 and Two No. 1 "Willford" Three roller Feed Mills.

120 feet 2½" Iron Pipe.

100 Feet 1¼" Iron Pipe.

Write for complete list of Bargains. We may have just what you want at the right price, too.

B. F. GUMP CO.

431 to 437 S. Clinton St., Chicago, Illinois.

Every penny invested in a Journal "Wanted—For Sale" ad returns an amazing per cent of profit.

SEEDS FOR SALE—WANTED

FEED FOR SALE.

FLOUR, Bran, Middlings, Cottonseed meal, O. P. oil meal, dairy feed, stock feed, selected seed oats, straight or mixed cars; always in the market for grain, hay, straw; ask for prices deliver. C. T. Hamilton, New Castle, Pa.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

SCREENINGS WANTED.

WANTED TO BUY Wheat screenings, Chicken wheat, corn, oats, corn screenings, wheat bran, Milo maize or kafir corn. Submit samples and prices delivered to Seaboard Feed & Produce Co., Henderson, N. C.

WANTED—Grain and grain screenings for fine grinding. We can use any kind of sound grain and screenings for milled molasses feed. COLONIAL CEREAL CO., Norfolk, Va.

WANTED — Chicken Wheat, Wheat Screenings, Milo Maize, Alfalfa meal, Oat Hulls or Oat Screenings. Wheat Bran and Middlings. Submit samples and prices delivered, car-lots. Adluh Milling Co., Columbia, S. C.

WE ARE IN THE MARKET for clover seed screenings now, and for the coming season. We will either contract for your entire output or buy your different lots by sample. It will be to your interest to confer with us before making any disposition of your screenings and low grade seeds. We will be glad to hear from you. J. M. King & Son, No. Vernon, Ind.

PROPOSALS.

PROPOSALS FOR GASOLINE, FORAGE & BEDDING: Dept. Quartermaster's Office, 556 Federal Building, Chicago, Ill. Sealed proposals will be received here until 11 A. M., Central time, April 17, 1916, for furnishing gasoline, forage and bedding at posts in Central Dept., during year commencing July 1, 1916. Information furnished upon application.

PROPOSALS FOR FORAGE AND BEDDING: Dept. Quartermaster's Office, 556 Federal Building, Chicago, Ill. Sealed proposals will be received here until 11 A. M., Central Time, April 24, 1916, for furnishing forage and bedding required for Militia and Central Dept., during year commencing July 1, 1916. Information furnished upon application.

GOVERNORS ISLAND, N. Y. H.—Sealed proposals, in triplicate, for furnishing coal, forage and straw and gasoline (three months' and a year's supply) and wood, mineral oil, beef and mutton, required in Eastern Department during year commencing July 1, 1916, will be received here until 11 a. m., April 19, 1916. Information furnished on application to Department Quartermaster.

MISCELLANEOUS.

SEED TESTER—Handiest and neatest tester manufactured. Everyone testing any kind of seeds should have one. Only 40c postpaid. Fanning mills and Grain Handling Machinery. Seeds for sale. L. E. Taylor, 312 Flour Exchange, Minneapolis, Minn.

CORN BRAN WANTED.

CORN Bran Wanted. P. L. Zimmermann Co., St. Louis, Mo.

GRAIN FOR SALE.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal, Chicago.

SEEDS WANTED.

WANTED—Mammoth and medium seed, true to name. Mail samples with lowest prices to Walter G. Trumpler, Tiffin, O.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

WILL BUY

SQUASH AND PUMPKIN SEED, also Melon seed in large quantities, old, not germinating stock. Strong bags for export. Mail sampled offer to

I. L. RADWANER, NEW YORK CITY,
GRASS, CLOVER AND FIELD SEED,
IMPORT AND EXPORT.

HAY WANTED.

I WANT to get in touch with dealers in good hay territory to buy hay for me on commission basis. Write J. F. O'Brien, 203 Mercantile Library Bldg., Cincinnati, O.

Milwaukee Seed Company



WHOLESALE SEEDS

LONG DISTANCE TELEPHONE GRAND 672 and 673

104-106 WEST WATER STREET

MILWAUKEE, WIS.

Buyers and Sellers

Medium Mammoth Alsike,
White Alfalfa, Timothy, Grasses,
etc.

Mail Samples

Ask for Prices

"The Live Clover House"

SEED POTATOES

Red River Grown Early Ohios,
Six Weeks, Cobblers, White
Ohios and Triumphs. Wisconsin
Grown Green Mountains,
Carmans, Rurals, White Mammoth
and Scotch Rurals.

Write quick for prices, car loads or less.

L. L. OLDS SEED COMPANY
MADISON, WIS.

Directory
Grass Seed Trade

ATCHISON, KANS.

Mangelsdorf Bros. & Co., The, wholesale seeds.

BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.
Simpson & Co., W. A., seed merchants.

BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses.

BUFFALO, N. Y.

Craver-Dickinson Seed Co., field seeds.

CHICAGO, ILL.

Dickinson Co., The, Albert, seeds.
Illinois Seed Co., The, grass and field seeds.

CRAWFORDSVILLE, IND.

Crawfordsville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp.
Peppard Seed Co., J. G., wholesale seeds.
Rudy-Patrick Seed Co., wholesale seeds.

LONDON, ENGLAND.

LeMay & Co., C. W., w'sale, exp. & imp. fld. sds.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, field seeds.
Lewis & Chambers, field seeds.
Louisville Seed Co., clover and grasses.
Ross Seed Co., field seeds, exporters.
Wood, Stubbs & Co., seedsmen.

MACON, GA.

Georgia Seed Store, field and garden seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Milwaukee Seed Co., wholesale seeds.

MINNEAPOLIS, MINN.

Northrup, King & Co., wholesale seeds.

NEW YORK, N. Y.

Radwaner, I. L., field & grass seeds, exp., imprta.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

SUGAR GROVE, ILL.

Garton Cooper Seed Co., The, seed merchants.

TOLEDO, OHIO.

The Toledo Field Seed Co., clover, timothy.

WANTED
BALED FLAX STRAW
In Car Lots

Address

FLAX FIBRE

1807 So. Clark St.,
Chicago, Ill.

When the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

TIMOTHY and clovers a specialty.
J. B. Leveille, Eyota, Minn.

FOR SALE—Timothy, Red Top, and Clover. For samples and prices, write J. M. Schultz, Dieterich, Ill.

BLACKEYE White Peas, also Sunflower Seed for Sale. P. L. Zimmermann Co., St. Louis, Mo.

ALFALFA SEED—Black Hills Dryland grown alfalfa and sweet clover seed. Send for seed book and prices. Glenheim Farm, R. 13, Whitewood, S. D.

GOOD SEED OATS, Big 4 and Silver Mine, reasonable Margin above the market price. Ask for sample. Risser & Rollins, Paxton, Ill.

MINNESOTA Grown seed Corn, North Dakota grown Brome Grass, Red River Valley Seed Potatoes, D. D. Simmons Company, The Moorhead Seed House, Moorhead, Minn.

We have for sale several thousand bushels of seed corn, both 1914 and 1915 crop. Can furnish in large or small lots.
McGREER BROS., Coburg, Iowa

Rudy-Patrick Seed Co.
ALFALFA MILLET CANE
KANSAS CITY, MO.

High Grade Clover Seed

AT THE RIGHT PRICE

WM. G. SCARLETT & CO.
Baltimore, Md.

D. E. RAPE ALFALFA GRASSES

W. H. SMALL & COMPANY

Evansville, Indiana

FIELD SEEDS AND GRAIN

If you have Seeds to sell, send us samples.

If you want to buy, ask us for samples

LET'S GET ACQUAINTED

SEEDS FOR SALE.

FOR COW Peas and Tennessee Millet, write for prices. C. R. Baird Company, Chattanooga, Tenn.

FOR KAFFIR Corn, Feterita, Cane of all kinds, Millet, Turkey Wheat, Milo, Sudan Grass. Write W. J. Madden, Hays, Kan.

SWEET CLOVER SEED—White and biennial yellow. Large and small orders solicited from the trade. Bokhara Seed Co., Box 93, Falmouth, Ky.

GOOD, clean 1915 crop timothy seed grown in vicinity of Wall Lake. Samples on application. \$3.50 per bushel. Wm. Claussen, Wall Lake, Iowa.

RILEY'S FIRE DRIED Seed Corn. Originators of the World's Famous Boone Co. White and Riley's Favorite. Also Improved Learning and Reid's Yellow Dent. We have 6,000 bus. high class seed of the above varieties thoroughly dry and well matured. Send direct and get the best. Marley Riley, Thorntown, Ind. Successors to James Riley & Son.

Whenever there is a real opportunity of interest to the grain trade it is usually registered in the "Wanted—For Sale" columns of the Journal.

WINTER VETCH

NEW CROP MICHIGAN GROWN
YOUNG-RANDOLPH SEED CO., Owosso, Mich.

CAUGHEY, JOSSMAN COMPANY

DETROIT, MICHIGAN

Buyers and Sellers of

GRASS SEEDS

SEED CORN SPECIALISTS

We Grow ALL Varieties in ANY Quantities
WHOLESALE ONLY

Write Us

THE J. C. ROBINSON SEED CO.
WATERLOO, NEBR.

SEEDS FOR SALE.

SEED CORN, also Seed Oats. Aye Bros., Blair, Neb.

FOR SALE—White blossom Sweet Clover Seed, recleaned, unhulled, \$15 per 100 lb. John M. Sample, Madison, Ind.

ASK delivered price on Texas Red rust proof seed oats, delivered Missouri, Kansas and other states. A. S. Lewis, 2714 Routh St., Dallas, Texas.

FOR SALE—Black Soja or Japan Peas, Cow Peas, Black Eye Peas and Black Peas. Prices furnished on application. COLONIAL CEREAL CO., Norfolk, Va.

GERMAN MILLET. We have a limited supply of German Millet which we can now offer to the market. Correspondence solicited. D. H. Clark, Galt, Mo.

October Clover \$8.50

Around \$8.50, October clover attracts investment attention based on usual advances during growing season. Your orders get immediate attention.

Southworth & Co.

Second Nat'l Bank Bldg. Toledo, Ohio

CHOICE WHITE SEED CORN

We have a limited amount of the famous Scioto Valley White corn suitable for seed. We guarantee satisfaction. Price \$1.10 f. o. b. Portsmouth, Ohio.

THE GRIMES-STREITMATTER GRAIN CO.

The Mangelsdorf Bros. Co.

Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.

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KANSAS

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Grain Dealers Journal

CORN

Lots of it. Early as the Peep of Morn. Minnesota Grown. Also, big yielding Pedigree Barley, Oats, Wheat, Speltz, Clovers. Away with Southern Iowa, Illinois and Nebraska Seed Corn, for 1916! Will it ripen? Wholesale list to dealers. Box 402.

JOHN A. SALZER SEED CO., Box 402, La Crosse, Wis.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

SEED CORN, hand picked, leading varieties, white or yellow, \$2.50-\$3 per bu. Write me your wants. Ed. S. Barry, Hardin, Ill.

SWEET CLOVER seed, special scarified, hulled & unhulled. Circular and prices on request. John A. Sheehan R. 4 Falmouth, Ky.

FOR SALE—Choice Wisconsin and Minnesota grown Clover and Timothy. Write for samples and prices. G. H. Krumdick Co., Winona, Minn.

CANE, Black Amber, Cleaned and guaranteed to grow. Local and carlot prices on application. Farmers Grain, Live Stock & Supply Co., Stratton, Neb.

NORTHERN GROWN Black Eye Cow Peas for Sale. Choice for seed or cooking, \$1.75 per bushel. Kiest Milling Co., Knox, Ind.

CHOICE recleaned high grade Wisconsin Timothy, \$6.50 to \$7.00 per cwt. Alsike \$15.00 per cwt. Pfeiffer Grain & Seed Co., Durand, Wis.

SEEDS FOR SALE.

FOR SALE—Superfine tested Perennial and Italian Ryegrasses, Crested Dogstail. John Lytle & Sons, Ltd., Belfast, Ireland.

BLACKMAN & GRIFFIN CO., Ogden, Utah, sell Alfalfa and Clover Seeds. Write them.

PURE, Recleaned, Inspected, tested Sudan Seed, Cane, Alfalfa, Cowpeas, and other seeds. Car lots or less. B. E. Miller (seed grower), Carlton, Tex.

EXTRA GOOD early Yellow dent seed corn, 1914 grown, \$3.00 per bu. Will not last long. In 20 bu. quantities, \$2.00 per bu. A. J. Fosdick, Mo. Valley, Ia.

MARQUIS SPRING WHEAT direct from grower. Tested for purity and germination by Montana Agricultural College. The best Marquis I have ever grown, comes from field that averaged 62½ bu. per acre. Write or wire for special prices on car loads. A. B. McVay, grower, Great Falls, Mont.

SEEDS FOR SALE.

MILLET, German, Common, Siberian, Black Amber cane at right prices. Write or wire Sharp Bros., Healy, Kans.

WE HAVE a choice lot of medium yellow and ebony soy beans for sale. Will be glad to submit samples and quote prices upon request. The Epps Farms, Metcalf, Ill.

SEED CORN—8,000 bushels 100 per cent test, best yielding and maturing varieties grown. Satisfaction guaranteed. \$2.50 per bu. Sample and catalogue free. Wile Seed Co., Colfax, Ind.

SEED CORN, Clover and Soy beans. We have several hundred bushels of early selected seed corn. Imp. Reid's Yellow Dent, and Johnson Co. White. Germination near 100%. Home Grown, recleaned Red Clover and medium Yellow Soy Beans. Shipped on ten days' approval. E. G. Lewis, Media, Ill.

Sympathy never sold a feed mill, but a Journal "For Sale" ad has. Try it.

CRAWFORDSVILLE SEED CO.

Crawfordsville, Ind.

Clover Seed
FOR SALE

Car lots or less. Ask for samples and prices

SWEET CLOVER (biennial—

White and Yellow—hulled and unhulled)

Fancy Red Top
Orchard Grass
Kentucky Blue Grass
Tennessee Millet
Cow Peas
Soy Beans

Write for Samples and Prices Today

WOOD, STUBBS & CO.

(Incorporated)

SEEDSMEN

LOUISVILLE

KENTUCKY

TRADE WITH US

When buying or selling

Red, Alsike and White Clover,
Alfalfa and Timothy Seed

also

Dried Peas.

L. TEWELES SEED COMPANY

Established 1865

Milwaukee,

Wisconsin

Western Seed & Irrigation Co.

Wholesale Seed Growers

Offer High Test Seed Corn

CROPS 1914 and 1915

Write or wire for prices
stating quantities required.

Fremont, Nebraska

THE W. A. SIMPSON CO.

BALTIMORE, MD.

"CLOVER SEED"
"SUNFLOWER," "D. E. RAPE" GRASSES

Write us for prices—carloads or less.

RED CLOVER
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44-46 Pearl St.
NEW YORK CITY

WARF E. RAPE
WHITE CLOVER
LSYKE

NATURAL GRASS
ENGLISH RYE
RED TOP

CRAVER-DICKINSON
SEED COMPANY

Buffalo

Binghamton

Buy and Sell
TIMOTHY
CLOVER
ALSIKE
ALFALFA
POP CORN

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

EXPORTERS and IMPORTERS

ASK FOR PRICES

VEST POCKET GRAIN TABLES

Clark's Vest Pocket Grain Tables reduce pounds to bushel on any number of pounds from 10 to 100,000. Printed on ledger paper in red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions: Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs. Timothy Seed at 45 lbs.

These tables are bound in heavy manila and form a thin book 2½-in. wide by 8½-in. long. Price 50 Cts. Address
GRAIN DEALERS JOURNAL, 315 So. La Salle Street, CHICAGO, ILLINOIS

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

FARM SEED—Big Four and Silver Mine Oats; Reid and Griffith's Early Dent Corn; White Blossom and Medium Red Clover. Write for prices and circular. W. G. Griffith, McNabb, Putnam Co., Ill.

THOMASSON-MORRISON GRAIN CO., Chattanooga, Tenn.
Headquarters for Southern Cow Peas and Soy Beans. Write us for prices.

SEED CORN—1,000 bus. Boone Co. White and 200 bus. Silver Mine. Butted, tipped and shelled. High test. Samples on request, \$1.50 per bu., bags included. Baker Elev. & Mill Co., St. Francisville, Ill.

ALFALFA SEED—Non-irrigated and re-cleaned, also Rape seed, Blue grass, Seed corn, Cane and Millet, Alsike, Red Clover, Sweet Clover, everything in the seed line at Campbell's Seed House, Seward, Nebr., Dept. A.

SEEDS FOR SALE.

SEED CORN—We have a limited supply of Reid's Yellow Dent seed corn, \$2.50 per bushel, sacks included. This corn is of high test, of the 1914 crop, grown in La Salle County, Ill. Satisfaction guaranteed. Bonges & Hatten, Cedar Point, Ill.

SUDAN SEED—Pure, clean Sudan Grass Seed, grown from certified seed, inspected while growing; thoroughly cleaned 100-lb. lots, \$5.00; 1,000-lb. lots, \$45.00, f. o. b. Lubbock. Special price on car lots. Wheelock Seed & Grain Co., Lubbock, Texas.

FOR SALE—Whipporwill, Bunch Clay, Black & White Table, Peas. Early yellow Soy Beans, Long Red Peanuts, Hickory Kind and Prolific Seed Corn. Samples and prices on application. I. Wind & Co., Huntsville, Ala.

SEEDS FOR SALE.

MEDIUM and alsike clover seed 1914 crop, extra quality. Write for prices. Model Milling Company, Celina, Ohio.

WE OFFER limited amounts of Utah alfalfa, Fancy Canada Field Peas and Melilotus Alba. The Wing Seed Co., Mechanicsburg, Ohio.

GOOD SEED CORN at low prices. High germinating, 1914 crop; dry, well cured seed corn for immediate delivery, car lots or less, at reasonable prices. Write to-day for samples. Dakota Improved Seed Co. 122 Main St., Mitchell, S. D.

SEED CORN—A choice lot of 1915 Reids Yellow Dent Seed Corn, deep grain and well matured, germination test 99%, shelled and graded, sacks free, \$2.50 per bu.; in ear, crated \$3.00 per bu. Will ship on approval. Shady Lane Stock Farm, Jerseyville, Ill.

FIELD SEEDS

AND ONION SETS

WE BUY—WE SELL

HARDIN, HAMILTON & LEWMAN
Louisville Kentucky

LOUISVILLE SEED COMPANY

INCORPORATED

LOUISVILLE, KY.

Headquarters for

RED TOP AND ORCHARD GRASS

BUYERS AND SELLERS
OF ALL VARIETIES FIELD SEEDS

SEED OATS

Car load lots and less

ANY VARIETY

GARTON COOPER SEED COMPANY
SUGAR GROVE, ILL.

CRABBS REYNOLDS TAYLOR CO.

Crawfordsville, Ind.

GRAIN

CLOVER AND TIMOTHY SEEDS

Get in touch with us.

OUR SPECIALTY

Kentucky Blue Grass Seed

Mo. Grown—Quality Unexcelled

MITCHELL HILL BROS.

ST. JOSEPH, MO.

"MAY BELL" Brand Pure Field

WE BUY **SEEDS** WE SELL

ROSS SEED CO., Louisville, Ky.

CORN

95 - Day Yellow Dent
Northern Grown

**Germination: 95%
and Better**

Immediate Shipment

STOECKER SEED CO.
PEORIA, ILL.

FULL LINE

Field Seeds and Grain
including Clover, Alfalfa,
Timothy, Rape, Millet, Seed
Oats, Wheat, Barley, Corn,
Field Peas, etc. Also Seed
Potatoes.

Write for prices and samples

L. L. OLDS SEED COMPANY
MADISON, WIS.

Want an Elevator?

Then consult the "Elevators
for Sale" columns in this issue
of the Grain Dealers Journal.

DICKINSON'S

Standard Brands of

GRASS MIXTURES

for Lawns, Golf Courses,
Tennis Courts and
Athletic Fields

**MEET REQUIREMENTS
FOR ALL SOILS**

Samples and Quotations
on application

The Albert Dickinson Co.
SEED MERCHANTS

Minneapolis

Chicago

Field and Grass Seed

We can offer SPECIAL LOTS
of High Grade SEED CORN
and SEED OATS of GOOD
GERMINATION.

Write for Samples and Prices.

The Illinois Seed Co., Chicago



A MESSAGE FOR YOU ON

- 1. Accuracy**
- 2. Simplicity**
- 3. Durability**
- 4. Ease and Speed of Operation**

in weighing grain with
the **NORTHWESTERN
AUTOMATIC SCALE.**

Send for this Booklet
—Today

1. A NORTHWESTERN HAS BEEN TESTED by continuous operation, handling 50,000 Bus. of the lightest oats, wet wheat and corn with mixture of cobs.
2. A NORTHWESTERN'S every part becomes familiar after a few minutes' observation.
3. A NORTHWESTERN IS constructed of the finest materials.
4. A NORTHWESTERN can be installed by any carpenter, takes less than 4 feet of space and can be placed either in the cupola or on the working floor. It requires no oil and is self-cleaning. It can be tested in a few seconds.

WRITE FOR THE ABOVE BOOKLET—TODAY.

NORTHWESTERN AUTOMATIC SCALE COMPANY

McKnight Bldg.

Minneapolis, Minn.

U. S. A.

GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

315 S. La Salle Street, Chicago, Ill.

Charles S. Clark, Manager.

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value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, MARCH 25, 1916

FURTHER COMPLAINTS on the activities of "Farmer" Watson, swindler of elevator operators, are published in this number of the Journal in the hope that he will catch no more victims in the grain trade.

GERMINATION TESTS of seed oats made in different sections of Missouri developed the fact that very little of the 1915 crop will grow. The secretary of the Missouri association in a warning issued to the dealers of that state recently, stated that the germination test of some samples was as low as 10% and none over 75%. If the farmers plant poor seed it will mean small crops and the dealers will have less grain to handle.

DEFAULTING ON contracts for grain, after the market has declined, and vice versa, always brings the defaulter in bad standing with the man at the other end of the contract. It has been suggested frequently that shippers' associations collect information regarding each default and supply it to each member, so as to place them on guard against loss from defaulted contracts with the same defaulter. While the dissemination of such information would have to be handled with great care and caution, lest an injustice be done to many dealers, it would seem possible that the work could be conducted with benefit to all and to the general improvement of trade conditions.

THE GOOD ROADS movement has received an appropriation of \$150,000,000 for the next year from federal and state governments. In advocating the greater use of concrete on country highways the grain dealer would be advancing his own interests as well as those of the farmer and tourist. With a smooth, hard roadbed nothing would prevent the movement of grain from the farms throughout the year, and the idleness around many elevators due to impassable roads would be terminated.

INCREASING THE MINIMUM weights on carlots of bulk grain should be opposed by shippers, not only because it will be more difficult to load the cars to the greater capacity, but every car, whether it be new or old, will be much more likely to leak in transit with the additional load. Shippers should not silently submit to the new loading requirement, unless the railroads agree to cooper every car intended for grain, or else bear the expense of the cooping, otherwise every grain shipper will have to devote his nights and Sundays to compiling, presenting and re-presenting claims for loss of grain in transit.

THE AGITATION for doors in car roofs, to permit of fuller and easier loading of cars, continues to gain new supporters, and no doubt will soon attract the attention of the shippers' associations. Recently one correspondent objected to the holes in the roof because cars would be loaded too full for fair sampling, and then shippers would be held responsible for the grade until the grain was unloaded. While holes in the roof might make it easier for shippers to load cars too full for inspection, still it would not be necessary for them to do so and shippers who did so would pay the penalty. If you have any convictions on the car roof doors, let us hear from you.

ERRONEOUS QUOTATIONS of freight rates by local station agents have caused grain shippers so many heavy losses, it is time they were refraining from depending upon the local station agent for any information regarding freight rates. It is far better to write an explicit letter to headquarters, and also to the division freight agent, asking the rate to the point it is desired to reach. Then if the freight agent makes a mistake, the carrier will be liable to a heavy fine. By obtaining such information in writing, the shipper forces the carrier's agent to exercise greater care in avoiding error. In case the shipper is misled by the misquotation of rates, he has no recourse, but in the light of the heavy fine provided for the erroneous quotation of rates, carrier's agent is sure to avoid placing anything in writing unless he is confident it is the correct rate.

GRAIN SHIPPERS EVERYWHERE will be pleased to learn that three railroads have recently placed orders for prompt delivery, of 8,500 box cars. If other roads follow suit the grain shippers of the country will have better service and lose less grain as a result of leaking in transit.

POLISH SEED wheat is the latest swindle being foisted upon the farmers of the west. The promoters, being meek, humble and mild-mannered, have not been able to demand a fair price for their new wonder, so a few suckers have been able to get the stuff at \$1 per pound. If grain buyers would only exercise as much persuasion in trading with the grain grower they might be able to make a living from handling the grain crops of their communities.

BAGS for handling the Argentine Republic's grain this year will cost, it is said, more than \$21,000,000, or an amount sufficient to build thousands of country elevators thruout the Argentine and terminal houses at the sea ports. This fact should be noted with interest by the grain trade of the Pacific Coast states, where the expensive and disagreeable bag habit still has a strong hold. If the dealers of those states will total the money spent for bags every few years they will find that modern country elevators could be erected and maintained for less. Bags should be discarded at the earliest opportunity, and this season is a good time to begin.

OUR GREATEST domestic problem just at present is the demand of the Railway Labor Unions for \$100,000,000 more wages each year than is now being paid the railroad employes who are organized. If the increase is granted, it will necessitate the addition of more than 5% to the freight revenues of the railroads and prompt other railroad employes to demand more money. During the last ten years the number of men employed as engineers, firemen, conductors and trainmen has increased 21%, and the total wages paid those so employed has increased 69%. At present labor receives 45c out of every dollar earned by the railway. The Railway Labor Unions have been so persistent in their demands for increases in wages during recent years that their members are now being paid a higher average scale than those engaged in any other line of labor requiring like intelligence and skill. Notwithstanding the railroads have been forced to economize in many ways during the last few years, they have not reduced wages, but it does not seem possible that they are in a position to stand for an increase in their yearly labor bill of \$100,000,000. The shippers must eventually pay the bill, or else use their influence to prevent a strike without the increase being granted.

SOUTH DAKOTA dealers report many scale pits and elevator boots filled with water, making it impossible to accept grain without adding materially to its moisture content while it is being placed in the bins. The only protection from this evil is the installation of water tight boots, the sections of which are welded together instead of riveted, and the application of a good waterproofing mixture to the cement used in the construction of pits and basement.

A SCHOOL for elevator managers is one of the latest freaks thrust upon a gullible public by a band of so-called equity workers in the northwest, and what is more many ambitious young men are falling for the trick, notwithstanding the country has an over supply of competent agents of long experience. But it is barely possible that these agents know too much for the promoters, and would not be likely to favor them with more than half a dozen shipments.

OBTAINING an average sample of grain while cars are being loaded on the elevator siding is the suggestion of one shipper in the Letters Department of this number. A small trier, and a dozen 2-quart mason jars, the cost of which will not exceed a dollar or two, are the only essentials. The shipper who would have an absolute check on his returns will find it to his advantage to sample each shipment and enclose memorandum giving date, car number and initial, grade of grain, moisture content, and consignee.

DISTRUST, envy, jealousy and hate between the dealers of some Ohio towns are a few of the factors costing those dealers the loss of much money each year. A recent effort to organize the dealers of Wood County failed because of the lack of confidence each man had in his competitors. Such business ethics in any community can bring about only one of two results: either intelligent outsiders will step in and capture the trade or the growers will imagine there are untold profits in the business and market their products thru an elevator of their own.

GALVESTON has decided to inspect all grain upon arrival, and in a short time the railroads will provide arrival inspection tracks. Thereafter shippers will not be forced to guarantee the grade of their grain until it is unloaded at the elevator. The long delays which have occurred between the arrival and the unloading of many grain shipments to Galveston has unfairly required the shipper to stand for any deterioration of the grain during the wait for unloading. It is indeed gratifying to note that Galveston is disposed to get in line with the other terminal markets of the country and give fairer consideration to the rights of shippers.

CLEANING MACHINES are being installed in many country elevators where they were formerly considered luxuries for only the terminal houses. The country dealer who so equips his plant that he can clean the grain as it arrives from the farm finds that the machine is soon paid for in the better prices received for the grain at terminal markets. The machines not only eliminate dirt from the grain but the moisture content is simultaneously reduced and the grade of the grain raised.

COUNTRY BANKERS who oppose elevator patrons placing their fire insurance with the mutual companies specializing in grain elevator properties and their contents, exhibit a narrowness which merits a sharp calling down by the sufferers. It is unreasonable of a banker to insist that the elevator man place his insurance thru the bank in order that the banker may secure a commission for writing the insurance. If you wish to present your banker with \$50, do it, but place your insurance with the mutual companies specializing in grain elevator property and thereby save many times \$50 every year.

SIX ACCIDENTS reported in this number caused one death, necessitated the amputation of a limb, and in the remaining four instances resulted in serious bruises or the breaking of bones. Falls, a set screw with protruding head, and an unguarded fly wheel and conveyor are the causes responsible for these casualties. The injury caused by the set screw has resulted in the filing of a suit for \$5,000 against the elevator operator. Both the accident and suit might have been avoided with the use of headless screws or by the guarding of the set screw with a metal collar. Substantial metal guards are obtainable at such low prices and can be installed with so little labor that no excuse can be found for maintaining unguarded moving machinery about any plant.

SWINDLERS masquerading before the grain trade as railroad claim collectors have recently appeared simultaneously in several sections of the country. Their ability to evade the truth, and the rosy promises with which they dazzle the eyes of the country grain dealer, place in eclipse the operations of "Get Rich Quick Wallingford." When a total stranger approaches with a guarantee of collecting railroad claims regardless of their age, and accepting in return only a small percentage, it should be evident that the deal is not "on the square." A man who could accomplish what some of these sharps allege they are doing would not find it necessary to travel the country seeking these commissions. He would hold a high salaried position in the employ of the carriers.

SIXTEEN BUCKETSHOPS in western Pennsylvania were recently raided by the state constabulary and federal authorities and 60 arrests were made. The sooner these infamous gambling dens are driven out of business the better it will be for everyone connected with the grain trade. Exchanges everywhere should adopt the policy of the New York Stock Exchange and the Chicago Board of Trade, which institutions not only refuse wire service to bucketshops but whenever possible furnish evidence to prove their illegitimacy and show up their methods.

GOVERNMENT OWNERSHIP of telephone and telegraph lines is again proposed by a Maryland congressman, who evidently thinks, with other politicians, that all who work should work for the government, and vote for the party in power, so as to keep it eternally in power. Experience has proved that wherever government undertakes to perform any service, the service is very unsatisfactory, and the expense exorbitant. Too many government workers are convinced that a government job is a personal snap. Their inefficiency and lassitude is always a deterrent to business.

THE GRAIN GRADES Act will not become a law unless the grain dealers of the country bring more pressure to bear upon the members of Congress. Our foreign affairs and the preparedness agitation is absorbing all their spare time and energy, and many of the congressmen are very eager to get home soon, so as to repair their broken fences before the fall campaign starts. The friends of federal inspection and the state warehouse commissions, together with a few exporters, are about the only ones opposing the act as amended, but the lethargy of its friends is doing the bill more harm.

HAVE YOU cut the guess work out of your business? Do you actually know what it is costing you to handle grain thru your elevator? Are you buying grain on a wide enough margin to leave anything for you after the overhead expenses have been met? Can you afford to continue doing business on the cut-and-dried plan? Or do you prefer knowing each month whether you have a loss or a gain? Every month we publish notices of grain dealers who have been forced into bankruptcy when they really worked hard enough to earn sufficient profits to enable them to buy bank stocks. The dealer who has not backbone enough to insist upon doing business at a profit is very likely to become dissatisfied with his losses and seek some other line of business; whereas, if he had taken the time and trouble to ferret out the causes of his losses he might have corrected many expensive practices and continued business at a profit.

MICHIGAN BANKERS have determined to increase the yield and quality of the state's next oats crop, and at a recent meeting one banker was appointed to teach the formaldehyde treatment for smut to the farmers of each county. Instead of making a community improvement matter out of the better oats campaign the bankers are after state-wide results. This is the spirit that the bankers show towards community building work thruout the country, even tho they are benefited by better and larger crops only after the grain dealer has reaped his share of the increased prosperity. The elevator operators might emulate the work of the Michigan bankers to advantage, not only as it relates to oats, but to all other seeds and grain.

A QUARTER MILLION dollars' worth of elevator property was destroyed within the last two weeks by fires. The causes for this wanton waste of property are numerous and varied, those causes reported being an overheated journal, spontaneous combustion in the engine room, back-firing of gasoline engine after priming, dropping of a lighted match in pail containing gasoline, dust explosion, defective wiring, explosion of heating stove and two overheated stoves. The value of reporting these causes, no matter how insignificant the cause may seem, was clearly shown in the last number of the journal. In announcing certain changes in the schedule of rates used by the mutual fire insurance companies, attention was called to the fact that the changes made were prompted by experience with known hazards.

Overbuilding Condemned.

Overbuilding of elevators at country stations was condemned most earnestly by a Kansas official at a recent meeting of grain dealers of that state, his theory being that every elevator should handle at least 160,000 bushels per year in order to pay its overhead expenses. At the margins of profit being harvested by the dealers at Morrill and some other Kansas points, where the dealers fight for grain as tho their lives depended upon their buying the last bushel, there is little chance of the dealers making their overhead expenses even tho each of them handled 960,000 bushels per year.

When grain dealers become so blinded to the interests of themselves and their families, as to waste time and capital in fighting competitors for grain, it is time some outside influence should be brot to bear which would force them to a recognition of their duty to the dealers at adjoining stations. Sufferers at nearby stations would be entirely justified in sending a delegation every week to wait on the belligerent dealers until they were induced to sell out or conduct their business on business principles.

Exorbitant Rentals for Elevator Sites.

The Union Pacific Ry., failing to realize that the elevator operators along its right of way are the principal contributors to the large profits recently shown by the road's auditors, is making an assessment of \$48 per year against the owners of elevators located upon its right of way. This is a tax of \$4 per month, simply for the privilege of providing a bulk handling freight depot and operating it for the benefit of the carrier without charging it a penny.

All grain carrying roads now provide terminal depots for the handling of bulk grain, and in doing so at the terminals admit it their duty to provide freight depots for bulk grain at every country station. If not disposed to provide handling facilities for the country grain dealer the railroads should at least pay a loading fee for all shipments originating at the grain dealer's elevator. Forty-eight dollars would pay the interest for five years on the value of the ground occupied by elevators at most country stations, hence it does not seem probable that the elevator owners will long put up with this extortion. They will simply buy cheap ground adjacent to the railroad right of way and move their elevators on to it. Then when their elevator burns, as the result of sparks emitted by passing locomotives, the claim agent will seek them, and it will not be necessary to bring suit for damages to call attention to the destruction of their elevators, as at present.

Large Grain Tonnage Entitles Trade to Better Cars

Grain dealers who believe that the grain shipping interests of this country are sufficient to justify some recognition from the railroads, will be especially interested in the tonnage hauled by the railroads during the year ending June 30, 1914. The tonnage of dressed meats and packing-house products aggregated 10,500,000 tons; oil, 23,660,000 tons; live stock amounted to about 23,000,000 and automobiles to about 10,000,000 tons. Each of these industries was given special recognition by the carriers in the form of special cars, suited to the shipment of their products.

The grain shippers, during the same period, favored the railroads with a tonnage of over 80,000,000, yet the railroads have persisted in giving the grain shippers any old box car, and the older the better, because it helps the carriers in their campaign of education among the grain shippers of the country who, like the stranger at the circus, poked his finger at the gnu and persisted in his contention that "there wasn't any such damned animal."

The railroads' theory seems to be that

the larger the shippers' loss in transit the sooner will they come to admit the reality of natural shrinkage in transit. When the grain shippers of the country present a united demand for well coopered box cars and the prompt payment for grain lost in transit, the railroads will give more attention to the real needs of the grain shippers.

KENTUCKY POLITICIANS are highly elated over their most recent masterpiece, a drastic seed bill, proposing that the jobber shall tag every sack of seed sold. Tagging bags of seed to show the correct analysis of the contents is essential and the trade is perfectly willing that it shall be done, but the passage of this particular bill would make necessary the installation of an extensive testing department wherever seed is purchased from the farmer. The grain dealers of Kentucky should unite in fighting the measure.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Wabash 72067 was set out at Tolono, Ill., Mar. 10, off westbound extra, leaking white corn at side door, bottom door being badly broken out.—V. L. Horton.

M. K. & T. 59486, while switching at Central City, Neb., Mar. 12, had drawbar pulled out by U. P. train and was set out for repairs. It leaked white western wheat badly thru hole in floor Mar. 12, 13 and 14 while waiting for repairs.—Wm. Palma-teer, agt. T. B. Hord Grain Co.

C. & S. 13158 passed thru Plainview, Tex., Mar. 4, southbound, leaking millet seed badly about midway. As much as 100 lbs. leaked out while car stopped; seemed to have been leaking badly along the road.—E. T. Coleman.

C. & O. 7985 passed thru Kane, Ill., Feb. 29, leaking wheat.—E. Cockrell, Jerseyville.

Coming Conventions.

Apr. 14-15.—The Western Grain Dealers Ass'n at Cedar Rapids, Ia.

May 2, 3, 4.—Kansas Grain Dealers Ass'n at Kansas City, Mo.

May 9-10.—Illinois Grain Dealers Ass'n at Decatur, Ill.

May 23-24.—Oklahoma Grain Dealers Ass'n at Oklahoma City.

June 7-8.—Iowa Seed Dealers Ass'n at Des Moines.

June 20-22.—The American Seed Trade Ass'n at Chicago.

July 11-13.—National Hay Ass'n at Cedar Point, O.

Aug. 3.—Michigan Hay & Grain Dealers Ass'n at Battle Creek.

Sept. 25-27.—Grain Dealers National Ass'n at Baltimore, Md.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Attempt to Dock After Holding Corn 40 Days.

Grain Dealers Journal: On Jan. 31 I shipped a car of corn to Willmar to apply on a No. 5 yellow contract. When the car arrived at Willmar the state inspector graded it No. 5 yellow with a moisture test of 21% and the firm accepted it as satisfactory. On March 9 they wrote me that they could take only 20,000 lbs. of it on sale as the rest of the corn was out of condition on account of snow.

I did not guarantee the corn to be free from snow, but guaranteed it to grade No. 5 yellow, which it did upon arrival at Willmar, as the state inspection showed and its acceptance by the firm would prove. After being left in the car for over 40 days in warm weather it is a natural thing that No. 5 yellow corn will get out of condition, and I should like to know if they can come back on a shipper this way after accepting the corn, and holding it like this.

I see no reason why they did not unload the car sooner. I sold this car on Jan. 31 and shipped it the same day, but now some 44 days after, they are trying to sell it for my account when No. 5 yellow corn is 10c lower than when I sold it. I have \$93 coming on the shipment. Would any dealer stand for anything of this kind?—Lars Aggergaard, Irene, S. Dak.

Ans.: As the sale was made subject to state inspection when the inspector gave the corn the grade corresponding to that specified in the contract that ended the matter, subsequent deterioration being at the risk of the buyer, unless he called for reinspection within 24 hours. The privilege to reinspect is limited in some organized terminal markets to 24 hours, and at Chicago the buyer has only until 11 o'clock of the next business day to call for reinspection.

Shipper unquestionably has a good claim for the full contract price of this car which he can recover by arbitration or suit.

Shipper Entitled to Refund.

Grain Dealers Journal: We shipped a car of corn from here to Terre Haute, Ind., routing it in care of the Vandalia Ry. at Morton, Ill. The marked capacity of the car was 50,000 lbs., and it was loaded with 50,880 lbs. Freight was charged on a basis of 56,000 lbs., in accordance with a Vandalia tariff which makes this the minimum regardless of the marked capacity of the car. If we had loaded the car with this amount, it would have been transferred on account of overloading.

Are we entitled to a refund based on overcharge in weight to Terre Haute, or up to Morton, Ill., or does the ruling of the Vandalia Ry. allow the Santa Fe to collect freight in excess of that called for by their published tariffs? A claim for refund of excess freight has been refused.—Glenn R. Swank & Co., Williamsfield, Ill.

Ans.: Presumably this shipment of corn from Williamsfield, Ill., to Terre Haute, Ind., which moved via A. T. & S. F. Ry. to Morton, Ill., and Vandalia R. R., bore freight charges on the basis of the combination of rates to and from Morton.

As to minimum weights, the basis of the A. T. & S. F. Ry. on corn is 60,000 lbs., but not to exceed marked capacity of car when loaded in cars having shelled capacity of less than 2,448 cubic feet.

As the shipment in question is loaded in car of marked capacity of 50,000 lbs., the minimum weight of the Santa Fe on this shipment would be 50,000 lbs.

The minimum weight basis of the Vandalia R. R. is, as per the Official Classification, which on corn is 56,000 lbs., except that where the carrier permits loading in car of capacity which will not contain 56,000 lbs., the minimum weight basis will be the marked capacity of the car, so that the Vandalia R. R.'s minimum weight basis on corn loaded in cars of 50,000 lbs. marked capacity is 50,000 lbs.

Moreover, the Vandalia R. R. publishes a rule, the same as all other eastern lines, that on shipments of grain received in original car, or which are transferred from car to car, the minimum carload weight of the western connection will be that applied from point of origin to destination.

Therefore, it would appear that no higher minimum weight basis than 50,000 lbs. should have been charged on this shipment of corn in a car of marked capacity of 50,000 lbs.

The shipper does not so state, he may have become liable for the higher minimum in ordering car. If he ordered a 50,000 he should not have put more than 50,000 into it; or if he ordered a 56,000 he should not have loaded the 50,000 without special permission.

How to Collect for Shortage?

Grain Dealers Journal: We have a shortage claim that the carrier has declined to pay on the ground that the shipment showed clear records to destination; that is, the shipment showed no signs of leakage and arrived under seals applied by the shipper at time of loading.

We have confidence in the shipper's weights by comparison with the weights of previous shipments, which overrun a small amount, and also since the weights of the railroad company taken en route agree exactly with the shipper's weights.

The claim is a small one, but it is no more of a loss for the carrier to pay the claim than it is for us to assume it; while we wish to use it as a sort of precedent if it is possible to collect it. According to several issues of the Grain Dealers Journal claims of this sort have been collected from the western railroads thru the fact that the cars might have been tampered with en route and thru the oversight or negligence of the car sweepers show no evidence of the holes that were bored thru the bottom of the car.

The claim has been returned several times. Should it be presented to the Interstate Commerce Commission? What should be the method of procedure?—J. E. Wells Co., Sidney, O.

Ans.: The Interstate Commerce Commission will not take jurisdiction of loss claims. These go into the local justice courts.

In presenting his suit in court the shipper has considerable latitude in evidence, as the judge and jury will entertain almost any facts or argument he can bring to bear. The railroad company is almost certain to lose as it can not prove the shipper's weights were erroneous; and if the destination weights are proved correct it does not help the carrier as it simply shows the actual weight of the grain lost or stolen in transit.

If the shipper will swear to the amount of grain put in car, and his weighing facilities show that there can be no reasonable doubt as to his knowing exactly how much grain he did spout into the car, then it is up to the railroad company to prove that his weights are wrong, or that he did not place the full amount in the car.

The common law requires the carrier to deliver what it receives. Shippers pay for

transportation, and would not think of entrusting their grain to the carrier, unless the carrier was duty bound to safeguard and care for it, so as to guarantee delivery of all grain entrusted to it.

After getting judgment in the justice court at the point of origin the shipper can attach a locomotive or some passenger cars at the station, which will bring the railroad company to quick terms, especially as on small amounts the carrier can not appeal to the higher courts.

Operating Cost of Car Loaders?

Grain Dealers Journal: Could I get thru the columns of the Journal information regarding car loaders other than gravity, and the cost of operating in comparison with gravity loaders?—I. D. Forbes, Mortlach, Sask., Canada.

Ans.: It would be almost impossible to estimate the difference in cost of maintaining the power car loader without knowing anything about the conditions in the elevator.

The power loader does away with labor in the car, which is quite an item in expense. The cost of the machine is \$150, with a discount of 10% for cash or 30 days from shipment. The cost of power for operation will vary, but the machine requires 5 h.p., and its minimum capacity is 1,200 bus. per hour.

Usually the installation has been satisfactory and successful, the cost of operation being more than offset by the saving in labor and the improvement in the uniform loading and quality of the shipments. —Mattoon Grain Conveyor Co., Mattoon, Ill.

Ans.: Even in the most favorable instances the cost for installing a gravity system is at least twice as much besides the loss of time. If a dealer has a low house he will find that to install a car loader will cost him even as much as \$200 to \$300 less, besides a large saving in time.

As to maintenance, the power loader requires less attention because both ends of the car are loaded at the same time and the spout does not have to be changed at any time during the loading as in a gravity system. There being a regulating valve in power loaders both ends are loaded evenly without attention.

With the very best gravity system it requires in the neighborhood of 10 h.p. to elevate a carload of grain an hour high enough to load a car, as it is ordinarily loaded by gravity, but not as it really could be loaded by a power loader. It requires a little less than 12 h.p. to operate a power loader to accomplish the same thing, and the shipper is assured that every car, no matter what the condition of the grain may be, will be loaded to full capacity without scooping. Any air-blast loader not accomplishing this is not installed properly or is not being operated at the proper speed.

A short elevator leg is required with a power loader, which extra leg may often require as much as 3 h.p. to operate. Thus ordinarily it will require a 15-h.p. engine to operate the elevator leg and the loader at full capacity. This elevator leg may be the same leg that fills all the bins.

Speed varies the capacity of the loader and the power required. When the rate of loading is less than a car an hour the speed can be reduced and less power used. Air blast loaders are in use where an 8-h.p. engine operates one elevator leg and the power loader.

Too often an elevator is built with too large storage capacity, as in order to get a gravity system of loading the builders have gone to the unnecessary expense of building a large and high elevator.

The new type of air-blast loader has a remarkable tendency to reduce the moisture content in damp grain. Smutty oats take on a decidedly different appearance after passing thru a power loader. This is such a matter of common knowledge among users of power loaders that as a rule once they use a power loader they always use them. Until 1915 the construction of power loaders was such that they cracked the grain unless operated at the proper speed. So many elevator men simply guessed at the speed that the result was the centrifugal type of loader was not looked upon favorably; but the new type of air blast loader improves the grain.

Grain men who are in the business to make all the money they can are putting in power loaders. They see that even if a gravity system requires less power, yet if their grades are lower they are losing money, perhaps hundreds of dollars every year.—Jas. A. Worsham, Maroa, Ill.

Shrinkage in Transit a Question of Fact on Each Shipment.

The Liberal Elevator Co., of Liberal, Kan., shipped coal from Koehler and Van Houten, N. M., to itself at Liberal, and Kingsdown, Kan., and Tyrone, Okla., and found a shortage in each carload of 1,180, 1,780, 3,300 lbs., and two of 3,000 lbs., for which suit was brought against the Chicago, Rock Island and Pacific Ry. Co. to recover in five different suits sums ranging from \$2.75 to \$7.17, and in each suit \$10 attorney's fees.

A coal dealer testified for the railroad company that he had been in the coal business at Amarillo for 12 years and was acquainted with the New Mexico mines; that not one car in 20 would hold out, and that the usual shortage was 1,000 to 2,000 lbs. per car, stating that when the coal comes out of the mines some of it is damp.

In the justice court the railroad company made a motion to consolidate all the suits into one, alleging that the Liberal Elevator Co. by filing separate suits was seeking "to annoy, harass and duress the railroad company into paying the claims;" "that "the difference in weights was due to difference in scales, evaporation of dampness after the coal was taken from the mines, and that no part of the coal was taken from the car."

The justice of the peace overruled the motion to consolidate the suits, and the railroad company appealed to the Court of Civil Appeals of Texas, which sustained the ruling in favor of the elevator company, stating that:

In the justice court plaintiff will have to prove the facts as applied to each separate shipment. One shipment may be dry coal and another of damp. The fact remains that the demands are independent, and that the facts based upon each individual shipment, while probably similar as to some phases, are distinct.

In so holding the court practically ruled

against any attempt by the railroad company to present evidence that because many cars had shown a loss by evaporation there necessarily must have been evaporation from the particular cars in suit; just as the railroad companies are applying a rule that there is a natural shrinkage in grain while in transit, based on the assumption that because some cars have shown shrinkage all cars must do so. As it is impossible for the railroad company, except by taking a sample of the grain before and after shipment, to prove that a particular carload of coal or grain actually did shrink, the railroad companies will be compelled to pay for all grain and coal lost by leakage or stolen from the cars.—182 S. W. 355.

A Delivery Within One Hundred Bushels Fills Contract.

On all sales of grain to arrive, a rule of the Chamber of Commerce of Milwaukee states that the market value of the grain on the day of unloading shall be the basis of settlement for any excess or deficiency over or under the quantity sold, and that "when the quantity delivered varies not more than 100 bus. from the quantity sold, the sale shall be considered completed, and the overrun or deficiency must be settled as provided above."

Several misconstructions have been put on the latter clause of this rule, some contending that no adjustment could be made for a shortage of 90 bus., for instance, as the "sale shall be considered completed" when the delivery is within 100 bus. of the sale amount.

The real intent of this rule, however, is that in case of a deficiency of 90 bus. or "within 100 bus. in delivery," the buyer cannot demand another car, nor the seller insist upon delivering another car. The 90 bushels, however, must be settled for at the market differences on the day of unloading.

Shipper Can Recover for Grain Doors on Intrastate Shipments.

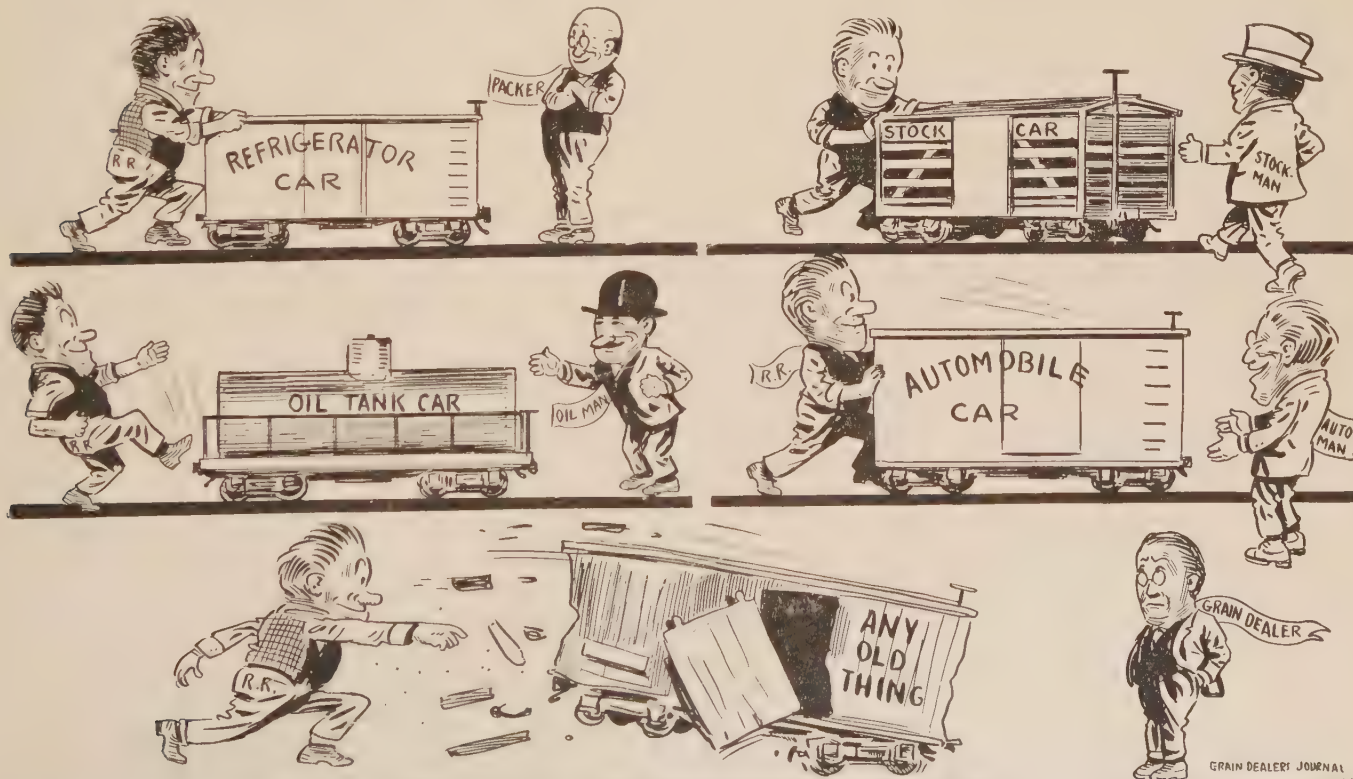
The Supreme Court of Kansas on Feb. 12, 1916, granted the Missouri Pacific Railway Co. a new trial of the suit brought by the Stockton Elevator & Shipping Ass'n, of Stockton, Kan., to recover \$231.60 for lumber and material furnished for grain doors and the repair of cars.

Plaintiff got judgment in a justice court and it was affirmed in the district court of Rooks County; but the Supreme Court held that on interstate shipments the Interstate Commerce Commission in rule 78, made June 1, 1908, had forbidden interstate carriers to reimburse shippers for such expenses unless expressly provided in their tariffs, so that the entire sum claimed could not be collected because the plaintiff had included in the claim both the intrastate and interstate shipments. Right to recover on shipments within the state is not denied.

The court ruled that consignments from Stockton, Kan., to Kansas City, Mo., where interstate shipments, even tho actual delivery was made at Kansas City, Kan., or before a state line was crossed.

Prior to Nov. 16, 1908, the Mo. Pac. Ry. had such a tariff provision making the allowance on both state and interstate shipments.—154 Pac. Rep. 1126.

FEDERAL AND STATE governments will spend approximately \$150,000,000 on good roads during the next year to be constructed of concrete or like material, as macadamized roads will not withstand automobile traffic. The United States Senate Committee on Postoffices and Post Roads has suggested that Federal appropriations in definite sums of \$5,000,000 in 1916, \$10,000,000 in 1917, \$15,000,000 in 1918, \$20,000,000 in 1919 and \$25,000,000 in 1920 be allowed, and that the money should be spent only for construction or improvement and not for maintenance of the roads.



All Shippers of Single Commodities, Except the Grain Shippers, Get Special Cars, and They Get Them Specially Bad.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Exorbitant Rental on Union Pacific.

Grain Dealers Journal: Out here on the Union Pacific we are being held up for a higher rental on elevator sites than the Santa Fe operators mentioned in a recent number of the Journal. Prior to last April, when I bot the plant of the Omaha Elevator Co., the rental had never exceeded \$5 per year, but now the Union Pacific is asking \$48 per year. Who would rent the ground at such a figure? The railroad carries the outgoing grain as well as the incoming, so I believe when we spend from \$3,000 to \$5,000 for an elevator, it is equal to erecting a big freight depot for the railroad's benefit. Perhaps other readers have found a means of overcoming this exorbitant charge for rental.—W. G. Adams, Cozad, Neb.

Get Sample of Your Grain Before Shipping.

Grain Dealers Journal: Because of the frequency with which differences arise between the shipper and State Grain Inspector as to the grade and test of grain shipped I feel that more precaution should be taken by the manager in knowing what kind of grain he is loading out. As Ass't. State Inspector at this point and Mgr. of the Farmers Co-op. Elev. Co. I believe I am in a position to see both sides of this question. Several times cars of wheat which were shipped to the mills here from neighboring points, and which were inspected by the writer, caused so much difference as to quality of the wheat in the car between the shipper and the writer that the shipper was invited to come here and see for himself.

On each occasion the shipper was surprised to see the quality of the grain which had been sent, and immediately bore out the inspection passed on the car. The shipper's defense was that he did not know that particular stuff had been loaded, and he had "thought" the grain to be of good quality, having relied entirely upon what his helper had told him.

Now how can this be avoided? I am of the opinion that every manager should have a trier and draw sample of the grain after the car is loaded. This sample should be obtained by taking from six to eight plunges in various parts of the car, and grain should be tested and carefully noted as to quality. In order that the manager may know the rules by which grain is graded he should write for the "Laws, Rules and Regulations Governing the Inspection, Sampling and Weighing of Grain" which can be procured from Geo. B. Ross, Chief Grain Inspector, Kansas City, Kans. or from any of the Ass't. Inspectors.

In this way as soon as returns are received on a car the manager can refer back to his notation concerning the kind and quality of the grain shipped and check the returns. I am sure this will

prove of great benefit to the shipper, not only in knowing the quality of grain he is sending out, but that eventually he will improve the condition of his grain before loading it and be more careful that the grain is in good condition. Try this and see for yourself, Mr. Manager.—D. Sommer, Asst. Inspector, Abilene, Kan.

Recovery of Shortage When Car Is in Apparent Good Order.

Grain Dealers Journal: The grain cases which are being tried at Decatur, Ill., have been instituted by the Illinois Grain Dealers Ass'n to establish the liability of the railroad companies for loss of grain in transit. These suits are pending in the circuit court of Macon County, and all are entitled Shellabarger Elevator Co. v. Illinois Central Railroad Co. Four suits were started and three of them have been tried. The fourth will probably be tried next week. The first two of the cases were brought on interstate shipments and the last two on intrastate shipments.

Broadly speaking we are endeavoring to ascertain if the railroad companies are liable for loss of grain on those claims which are commonly called nonleakage claims. Of course, the shipper very rarely knows anything of the condition of cars in which grain is shipped after they leave the originating station. We refer, therefore, to those claims on which the railroad declines to pay the loss on the ground that its cars have been in good order, and in consequence the shortage in the amount of grain delivered is due to shrinkage, or to discrepancies in weights.

More specifically we desired a ruling of the court upon the contention of the railroad as to interstate shipments that the shipper could not maintain suits for losses under the Carmack amendment, but that the holder of the B/L must institute suits; and the contention of the railroads as to intrastate shipments that the statute of Illinois, requiring the railroads to weigh grain received and to weigh grain delivered and in default thereof to pay any loss in grain transported as shown by affidavits of the shipper and receiver, or their respective agents, is unconstitutional.

In the interstate cases the losses were established by proof of the weights of grain by the weighmen for the shippers and receivers respectively, by the receipts contained in the Bs/L, and by the acknowledgment by the railroad company as to the amount delivered contained in itemized expense bills rendered for freight at destination. In these cases the railroads attempted to show that their cars were in good order, and that the scales were not accurate and attempted also in the first case particularly to introduce some proof as to shrinkage of grain in transit. They made the contention also that one of the conditions contained in the B/L provided that the carriers should not be liable for losses occasioned by discrepancies in elevator weights, and that therefore it was incumbent upon the plaintiff to prove an actual loss, or leakage of grain. In these interstate cases the court held that the shipper could maintain the action. In the first case, owing, we think, to some testimony tending to discredit the scales over which some of the shipments were weighed, and also because of some testimony regarding shrinkage, the jury found for the defendant.

In the intrastate case which has been tried, proof was made as to the weights of grain in some of the shipments by affidavits, after showing first that the railroad company did not weigh the grain. As to other shipments involved, proof was made as in the interstate cases. The court held the state statute applicable and constitutional, the jury found for the plaintiff.—Vail, Miller & Pogue, Decatur, Ill., attorneys for Illinois Grain Dealers Ass'n.

Loads Cars to Capacity Without Scooping.

Grain Dealers Journal: In recent issues of your Journal I notice comments regarding doors in the roof of grain cars. This problem does not cause us much worry, as we have an air blast car loader and it loads every car to full capacity without getting into the car to scoop.—The Holyrood Grain and Supply Co., per Sherman Andrea, Mgr., Holyrood, Kans.

Buying Mortgaged Grain in North Dakota.

Grain Dealers Journal: A habit of long standing with the farmers is to mortgage their grain to merchants on account of groceries or implements. All grain buyers receive hundreds of these mortgage grain notices from local and outside merchants, but these slips are merely acts of courtesy, as I understand them. About five days after a farmer completes his threshing he should be notified by the merchant that the mortgage is due, but the storekeepers are too timid to call the matter to the farmer's attention. Instead they keep on selling him whatever he wants, increasing the mortgage with each sale, notifying us of the money due and asking that we "be governed accordingly."

If a farmer is inclined to kick about the amount of his bill the local merchant is all smiles, and tactfully tells him to take all the time he needs. But when the farmer has left the store the merchant hurries to the grain elevator and tells the agent or owner to mark all tickets, checks or drafts relating to that farmer's grain "Mortgaged." In other words, we can not take the man's grain unless he first settles his local bills, and instead of the merchant telling the farmer so, he puts it up to us to do the disagreeable informing. What honest farmer will put up with having his tickets or checks so stamped without taking offense at the grain man? Many times that man's future patronage is lost. But the merchant, who is at the bottom of it all, is still all smiles when he greets the farmer, and he never mentions the debt.

When the storekeeper or implement man dare not ask for his money why should the elevator agent, working for \$65 to \$125 per month be permitted to ruin the business of their employers by getting mixed up in the affair? I believe a grain buyers' union might help some. First, the poorest buyers should be weeded out, after which we could work to get a few laws on the books which would benefit the smiling tricksters, the farmers and the grain buyers. The line elevator firms, farmer companies and independents would all cooperate to help us with our grievances, and in the end the number of mortgages given by the farmer would be cut down.

The elevator companies like a buyer

who is wide awake, understands grading and dockage, and who can use his head when necessary. Where is this man to be found? He is at the elevator office early and late. The man who spends his time in the village pool hall or in drunken stupors neglects his duties and loses customers. The only thing he doesn't neglect is his wages, and he wonders why they never increase. Let us review our records before we seek more money. If we "buckle down" to business and use our brains instead of letting the other fellow use his against us, we will be both heard and seen at headquarters.—O. A. Burgeson, agt., Great Western Grain Co., Nanson, N. D.

Objects to Hopping Head to Down Leg.

Grain Dealers Journal: I note that the Millers National Ins. Co. has revised its country elevator schedule of rates so as to require "all elevator heads to be hopped to the down leg, at an angle of at least 45° to prevent accumulation of stock under pulleys and possibility of pulleys rubbing on strutboard."

To my way of thinking, the insurance companies will have a red hot fight on their hands, because all of the elevator heads which are properly constructed have a strutboard running across under head pulley from the inner edge of down-leg to the inner edge of the up-leg, so that all grain will quickly run from the strutboard into the up-leg, and some of it will land in the cups and be taken back up to the head pulley, and that portion of the grain from the strutboard which does reach the boot will immediately be scooped up by the buckets and re-elevated.

Grain which is diverted to the inside of the belt of the down-leg must all go to the boot, and most of it will lodge between the boot pulley and the belt. It is not likely to be evenly distributed between the two, so that at times the belt will be crowded off to one side or the other of the boot pulley and it will rub

and scrape the sides of the boot, causing friction, and it may be fire. When this grain does finally work out from between the pulley and the belt, if it has not already put the equipment to the bad, it will be re-elevated, but to my way of thinking the insurance companies are absolutely short-sighted in this matter. They are producing exactly what they seem to have been attempting to prevent, that is, friction in the leg pulleys.

Now I do not propose to change the direction of the strutboards in my elevator heads, but before taking any stand in the matter I would like very much to have the opinion of experienced grain elevator operators as to this new requirement of the insurance companies. Any light on the subject will be most welcome.—G. A. Van Dyke.

Combined Advice and Weight Certificate.

Grain Dealers Journal: The advice of shipment blank sent herewith has proved very satisfactory for a number of years. It is a combination weight certificate and advice of shipment, and is filled out in duplicate every time a carload of grain is shipped.

Duplicate of the advice shipment is mailed to the receiver and the original filed with memorandum of B/L. When returns show a shortage I send the railroad the weight certificate and the original advice, with the result that the shortage is generally collected.

If grain shippers would fortify themselves, at the time shipments are made, with duplicate of their advice shipment and a correctly made weight certificate all claims for shortage would obtain attention from the railroads instead of finding their way into the innumerable pigeon holes of the claim agents' desks.

As it is possible that even a better system has been found I would appreciate hearing the experiences of others.—Rolfe Grain & Mfg. Co., per L. W. Larson, Rolfe, Ia.

Friendly to Miracle Wheat.

Grain Dealers Journal: In your issue of Feb. 25, you make an editorial reference to Miracle Wheat which rather discredits that variety. We think it an error to disparage a good variety of grain simply because someone is trying to use it for a piece of graft. Miracle Wheat has been extensively grown in this section of Texas for several years and we believe it is an established fact that it is the best drouth-resisting variety of soft wheat obtainable and therefore very suitable to be grown in some sections of Texas, Oklahoma and Kansas, where soft wheat is desired. We can testify personally to its quality as a milling wheat. There is nothing miraculous about it, however. It is simply a very free stooling, drouth-resisting soft wheat of high milling quality.

During the fall of 1914, when we were both buying and selling it in large quantities at the market, a neighboring elevator man was distributing it to the farmers at \$3 per bushel, but it is equally true that some years ago when we were distributing five-pound bags of shallu free to our farmers for trial, an individual connected with the agricultural department of a neighboring state was selling this seed for \$1 a pound and later at \$1 an ounce, at least he so claimed to the writer. A good grain may be used for a bad purpose. Miracle Wheat is all right as wheat for this section of the country, where it is desirable to raise a good soft wheat with little moisture.—Truly yours, J. Van Steenwyk, Stamford, Tex.

FOLLOWING is a statement made by H. B. Derr, Agronomist of the Bureau of Plant Industry, Dept. of Agri., of the results attained with Miracle Wheat on the Department's Experimental Farm at Arlington and published in the Grain Dealers Journal for October 10, 1908:

"The wheat was planted in rows one rod long; seed 12 inches apart in the row. This is the method said to give the best result in stooling. Sown thus, the plants produced from 8 to 25 good heads. Planted in rows 12 inches apart, and the grain approximately one inch apart in the row, the

Rolfe Grain & Milling Co.

Grain, Seed and Feed

Advice Shipment

Rolfe, Iowa, _____ 191__

GENTLEMEN: We ship you today the following car:

Car No. _____
Initial _____
Weight _____
Bushels _____
Kind Grain _____
Grade _____
Draft _____

REMARKS

Yours truly,

Rolfe Grain & Milling Co.

Grain, Seed and Feed

Weight Certificate

Rolfe, Iowa, _____ 191__

This is to certify that I have carefully weighed contents of the following car and same was in good order and properly coopered:

CAR NO.	INITIAL	KIND	GRADE	WEIGHT, LBS.	BUS.	BILLED TO

Weigher

stooling decreased to 8 to 10 heads. It is believed if the grain were sown in 8-inch drills, under ordinary conditions, the stooling would be no greater than that of the other good varieties. The wheat had 100% winter survival, with excellent spring vigor. The plants were 53 inches tall, vigorous, with large, long leaves. There was 50% leaf rust and 50% stem rust; no smut. The wheat headed May 22 and ripened June 20—seven days later than the earliest wheat, and from three to five days later than the average wheats. In yield, the rows, as compared with Fultz, the check, were as follows: Miracle wheat, lowest yield per row, 7½ ounces; highest yield, 10 ounces; Fultz, highest yield per row, 20½ ounces. This would give approximately a yield of 33 bushels for the Miracle and 66 bushels for the Fultz."

Door in Car Roofs Would Be Disastrous.

Grain Dealers Journal: The advocates of doors in the roofs of cars for loading grain fail to consider that room must be left in all grain cars for inspection. Often we find a notation on the inspection certificate that "car is too full for thorough inspection and grade may be changed on unloading."

If cars were loaded through the roof, for the purpose of filling to the roof, this trouble would be multiplied many times.

Another sure source of loss would be grain leaking over the side doors. After following the discussion through several issues of the Journal, I am of the opinion that doors in the roof would prove disastrous.—J. J. Mathews, Cherokee, Ia.

Holes in Car Roofs Would Invite Portable Loaders.

Grain Dealers Journal: For some time I have been reading about doors in top or sides of cars for loading grain. In your issue of 10th inst. I see a letter written by Jas. A. Worsham of Maroa, which expresses my ideas exactly. I do not see where there would be any saving of labor or time, as when you filled one end of car you have to stop your stream of grain and push car down which would be a loss of time and during the busy season every minute means a great deal to the elevator man. I think where cars had doors at top there would soon be a number of portable loaders at every station. I do hope they commence at the stations of dealers who invite such competition. Better think it over Brother Grain Dealers and try to reduce our troubles instead of increasing them.—Respectfully F. H. Curtis, Phelps, Ill.

Suggests House for Shipping Scale on Track Side Elevator.

Grain Dealers Journal: All grain men that I have talked to are very much in favor of Percy Reed's idea of having doors in the car roofs. We note that but very few think this would bring about many changes in handling grain. Some say that it would close the country elevator. But we beg to differ; because just as soon as the railroads put doors or port holes in the car roofs all the elevator man has to do is to raise his loading spout or attach a scale house to the out side of his elevator and have a conveyor from the distributor. Have the scale house directly over the track with a direct spout to the car from the scale house and all this loading trouble is eliminated. This can all be done at small

expense. We are very much in favor of Reed's idea and think this is one of the most sensible ideas ever promulgated by any grain man.—I. N. Farnsworth.

Dealers Everywhere Favor Holes in the Roof.

Grain Dealers Journal: In your valuable Journal of February 25th I informed the elevator men that we should have doors in the roofs of each and every car that was fit to load with grain. I have received replies from all over the country. I have loaded cars for twenty years and at times my back felt as though it were broke square off. I would after shoveling grain back in the car take a drink of water and I believe if my throat passage was large enough that I could have spit up a brick. I am a poor man, but I will willingly pay the railroad fifty cents for every car that it spots for me to load that has doors on top. It will pay the railroads thousands of dollars a year, save the elevator man one dollar a car, save my health and thousands of others, and put the car loader mfgs. out of business.—Percy Reed, Ada, Kan.

Thinks Doors in Roof Unnecessary.

Grain Dealers Journal: The last few numbers of the Journal have contained letters advocating the placing of doors for loading in the roofs of box cars. I think we have trouble enuf with cars now, without adding that. It is easy to talk about making such doors leakproof but really building them so would be a different thing.

The elevator man who is not progressive enuff to have thrown away the scoop shovel as a means of loading the ends of cars ought to fail in business, and will if he has any up-to-date competitors. If an elevator is not high enuff to spout grain to the ends of cars by gravity, plenty of mechanical loaders are obtainable for this work, and the money spent in scooping grain inside the cars will pay for the installation. So why waste all this printers' ink?—W. T. Hamilton, agt., J. A. McCreery & Son, Pontiac, Ill.

Anxious for Doors in Car Roof.

Grain Dealers Journal: Referring to the many letters regarding putting doors in the roofs or in the side of the cars, will say that I think it would be a good thing, and I hope the agitation will be pushed until we get the cars fixed that way.

It don't make any difference if putting the doors in the car roof would be an inducement to the farmer to ship his grain, if some of these fellows who talk against the proposition would have to get into a car and shovel about 100 cars every year I think they would change their minds regarding it. I think it will not make any difference whether we have doors in the top or sides or where, if the farmer makes up his mind to ship his own grain he is going to do it regardless of how the cars are fixed.

You can provide a modern equipped elevator up-to-date in every respect, yet if the farmer wants to ship his grain he will do so and your modern elevator does not attract his attention in the least. Let the good work go on because I think we are entitled to all we get from the railroad Cos. Yours G. H. Bacon, Agent Gooch Milg. & Ele. Co., St. Paul, Nebr.

Door in Roof—One Price to All.

Grain Dealers Journal: A lot has been said pro and con regarding holes in tops of grain cars. I think that those who object to these holes have had very little experience in loading cars.

Getting the full capacity in a car under the present mode of loading is very injurious to the health of the loader because of the poisonous dust he inhales. As far as benefiting the farmer in loading his grain, I believe that the average farmer could not afford to buy a loading outfit with the difference in price he would receive in loading his own grain. As far as I can see the only one that it would benefit over the elevator would be the track buyer, as the farmer would not be put to so great an expense in handling his grain.

I do not think it is just right to have a competitor who will overbid the market to get grain, and then claim that it is bot on a contract, as this will demoralize the local market, and cause confusion among the farmers. I think the small farmer is entitled to the same price as the larger one on the same grade of grain.—J. S. Carter, Mgr., Canadian Mill & Elvtr., Banner, Okla.

Weeding Out Dishonest Buyers.

The recent arrest and conviction of H. E. Kinney, grain buyer at the Alberta-Pacific Elevator of Carseland, Alta., on charges of violation of trust, brot out the extensive precautions taken by large Canadian grain companies to guard against loss thru dishonest employees.

These losses thruout the west have been so numerous within the last few years that the grain and lumber companies have sought relief from insurance firms and bonding companies. All are now making a concentrated effort to stamp out the expensive evil, which in the last year has cost one guaranty company nearly \$20,000.

Six unscrupulous agents have been successfully brot to justice within that time in the Province of Saskatchewan and sentences ranging from six months to seven years at hard labor have been liberally handed out. The buyers generally are found to be working with farmer confederates. In some instances the confederate has been more to blame than the grain buyer and sentences have been meted out accordingly.

The systems of obtaining this graft have been so complicated and carefully planned that to definitely fix the blame for shortages has sometimes required an entire season's time. If the buyers had devoted the same amount of work to increasing the business of their employers as they did to studying out methods of stealing his money, they would now undoubtedly be enjoying more lucrative positions instead of learning to cut stone.

For the last two years representatives of grain and guaranty companies have been constantly in the field on the lookout for dishonest employees. An improvement is looked for with the coming of prohibition to the Provinces as detectives of investigating companies have determined that booze is the foundation of the trouble in a majority of the cases. It is believed, too, that the severe penalties handed out to the offenders recently falling into the clutches of the law, will serve as a warning to any who may have contemplated similar methods of getting rich quick at the expense of their employers.

Eastern Roads Still Greatly Congested

Embargoes on eastern railroads have been somewhat modified since Mar. 10, but no railroad has entirely lifted its embargo on grain to eastern ports. The Pennsylvania, effective Mar. 15, accepted shipments of oats for export to Baltimore, and the Baltimore & Ohio and the Baltimore and Ohio South Western, effective Mar. 17 raised its embargo on export grain originating at points on those lines for Baltimore. The Erie embargo has also been modified. Recent heavy clearances have relieved conditions to some extent, but unless more cars are available the modification of embargoes will not tend to alleviate the congestion.

The Interstate Commerce Commission is making a determined effort to locate the seat of the trouble. Sixteen transportation inspectors were sent from New York on Mar. 22. They will visit all New England points to learn where freight can be accepted and where railroad equipment can be promptly released. These inspectors will also try to learn whether the present congestion is the fault of the carriers, shippers, or both. Every railroad has been ordered by the Commission to file at once copies of its rules governing the distribution of cars, together with copies of its present embargo notices.

In a supposed effort to assist the Commission the eastern railroads have appointed a commission of their own to disprove or modify all present or future railroad freight embargoes, and this committee has been given active charge of all matters pertaining to demurrage and storage. It is the announced intention of this committee to release the cars now piled up at eastern seaboard points, returning them to shipping points thruout the country where they are most needed.

The shortage of cars suitable for hauling grain in the territory west of Chicago is more acute than two weeks ago. On Mar. 1 the net shortage of those cars amounted to 21,000 compared with a surplus of 322,290 for the same date a year ago. Since Feb. 1 the supply dropped from a surplus of 20,000 cars to the 21,000 shortage on Mar. 1. The National Industrial Traffic League and the Illinois Shippers Ass'n continue to send their members appeals to load and unload all cars promptly, avoid ordering cars until they are actually needed and to load to capacity in every instance. These precautions are subsequent to the temporary increase in demurrage rates recently agreed to.

The Traffic Bureau of the Merchants' Ass'n of the east, in sending its warning to shippers, gets at the root of the situation, in saying: "The use of cars or pier stations for storage purposes adds to the congestion and prevents shippers from availing themselves of the carriers' transportation facilities." This great evil on the part of the railroads to use rolling stock for storage of grain is still prevalent all along lines leading to the seaboard, and to it may be traced one of the foremost reasons for the greatest car shortage since 1907. The Interstate Commerce Commission might well order a

few of its many inspectors to investigate this one evil alone. The carriers may think it cheaper to store grain in cars until vessels are available than to build modern up-to-date elevators at the ports, but they are wrong. The absence of the needed storage room at our seaports since the war started has cost each railroad many, many times more than a new ten million bushel elevator at each port. The elevators would have been earning handsome storage charges and the hundred thousand cars released by each elevator would have been earning transportation charges. The railroad contention that shippers should pay demurrage even tho no place is provided to unload grain intended for export is untenable.

Further Activities of "Farmer" Watson.

In the capture of "Farmer" L. D. Watson at Humboldt, Neb., as reported in the last number of the Journal, O. A. Cooper trapped a man of far greater activities than he supposed. Letters from Kansas and Nebraska dealers are still being received telling of the man in many different sections. Watson had as many aliases as he had towns on his visiting list, two of the most recent coming to light being E. Baker, "from down near Germantown," and L. D. Smith, from "over on the state line near Preston."

The latest dealers to send information on Watson are Maust & Gilmore and R. M. Stewart & Sons of Reserve, and W. T. Graham of Horton, Kan. None of the three advanced Watson money tho Mr. Graham admits the man could have had it had he made the request. He "sold" Mr. Graham 800 bushels of corn, claiming to have been mistreated by the dealers near home. The dealer was not enthusiastic over the business and told the supposed farmer to haul the corn down when he got ready and he would obtain the market price on day of delivery.

At Reserve the dealers wanted to know why the grain was not sold nearer the man's home and he related a long story of mistreatment by the local dealers. In the Stewart office he was just getting to the point of asking for an advance when the dealer informed him that no farmer by the assumed name had ever lived in the community. This apparently put the swindler on his guard, because no advance was requested.

While the list of dealers victimized by Watson in the past will no doubt continue to grow, not one of the known losers has as yet attempted to give a physical description of the man for the benefit of brother dealers. If he is given a short jail sentence in each of the two or three towns where he is wanted, after the expiration of his present term, he will be free to circulate among the grain trade within the next month. If a good description of the man is obtainable in the meantime it might serve to place many dealers, not yet "honored" with the man's business, on the lookout for him.

THE FEDERAL Trade Commission in a series of rulings on questions relating to the "unfair competition" clause of the act creating it states that it will at no time interfere in purely local or intrastate disputes. As to business ethics, it states that price cutting by persons not engaged in interstate commerce is outside of the jurisdiction of the commission.

R. S. McCague Dead

Robert S. McCague died at his home in Pittsburgh, Pa., Mar. 13 after a short illness, aged 68 years.

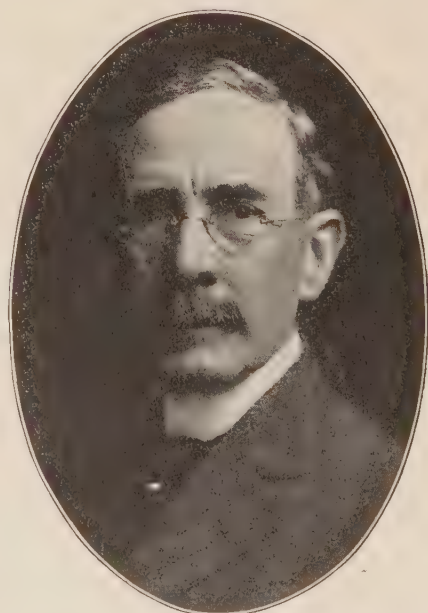
He was born in Allegheny Feb. 17, 1848, and after three years' experience with the Houck-McCague Co., engaged in the grain business on his own account, and has been identified with the trade since 1872, tho passing much of the time the past five years at Chautauqua. He has been a member of the Grain Exchange since its organization and was one of its early presidents. He joined the Grain Dealers National Ass'n, the National Hay Ass'n and the Pittsburgh Chamber of Commerce.

Mr. McCague was a director of the Central Elevator Co., and 10 years ago became pres. of the company, devoting considerable time to this enterprise, making it a paying investment as well as a valuable facility for the grain dealers of the city.

Always exact in his business transactions Mr. McCague earned the good will of many shippers, and continued his relations with them for many years, two firms in Ohio who started with him 44 years ago are still doing business with him. The business will be continued as in the past; but his sound advice will be missed.

Mr. McCague was married in 1876 to Mary Newmyer, who, with the four daughters, survives him. A portrait of Mr. McCague is presented herewith.

MOST PEOPLE are of the opinion that if the war should come to an end suddenly, sentiment would probably cause a sudden break. But with the cessation of hostilities would come the release of shipping facilities and an adjustment of freight rates to somewhere near the normal rates prevailing in 1914. This would permit of declines in foreign markets of 50c or more per bushel to bring them in line with prices prevailing here at present. The farmers will be slow to sell at prevailing prices for a time at least, present holdings probably being in stronger hands. This may lead to an easing up in the congested railroad conditions before another increase in movement sets in, so that we now find the market on debatable ground.—Murphy Grain Co.



R. S. McCague, Pittsburgh, Pa., Deceased.

Our Callers

E. D. Risser, Kankakee, Ill.
E. G. Hadden, pres. E. G. Hadden Co., Milwaukee, Wis.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

COLORADO.

Fleming, Colo., Mar. 11.—Considerable damage to winter wheat account dry winds.—Russell Mollohan, mgr. Farmers Elvtr. Co.

ILLINOIS.

Industry, Ill., Mar. 22.—Only about 25% of wheat sown last fall will do to leave.—Bain Sullivan, mgr. Sullivan & Jewison.

Fogarty siding (Lincoln p. o.), Ill., Mar. 20.—Wheat damaged about 25%; weather ideal at present for growing crops.—J. D. Seibert, mgr. Farmers Grain & Coal Co.

Williamsfield, Ill., Mar. 21.—Wheat looks dead but of course growing weather may improve appearance. A good deal of corn is sprouting and rotting in cribs.—Glenn R. Swank & Co.

Osbornville, Ill., Mar. 11.—Small acreage wheat sown here last fall; nearly all winter killed; large oats acreage will be sown.—Otto F. Young, mgr. Mt. Auburn & Osbornville Grain Co.

Albers, Ill., Mar. 11.—Wheat condition 50%; damaged by hessian fly and winter killed; acreage 20% less than 1915; good deal will be plowed up for oats and corn.—Wm. Netemeyer.

Manito, Ill., Mar. 24.—Considerable growing wheat winter killed; need rain badly; ground dry and wheat fields badly cracked; roots of growing plant drying out; oats sowing will begin in a few days.—A. R. Harbaugh, mgr. Smith-Hippen Co.

Springfield, Ill., Mar. 18.—Condition of wheat crop in Illinois is serious; will not be more than 50% crop account open winter; about 31% wheat sowed has been killed; living wheat is only 66% of normal according to 350 correspondents of the state board of agriculture.

IOWA.

Hartley, Ia., Mar. 20.—Frost got our corn crop.—C. H. Betts.

Anthony, Ia., Mar. 17.—Corn poor quality.—W. H. Drake, agt. Quaker Oats Co.

Humboldt, Ia., Mar. 18.—Practically no marketable corn in this territory.—Geo. O. Strom, of Farmers Co-operative Ass'n.

KANSAS.

Reserve, Kan., Mar. 10.—Wheat may be all right with good weather; ground bare now.—J. M. Gilmore, mgr. Maust & Gilmore.

Grainfield, Kan., Mar. 18.—Growing crop looks good; prospects good for big crop for next year.—R. E. Terry, mgr. Farmers Business Ass'n.

Garlane, Kan., Mar. 17.—Wheat is coming out in good condition; will soon need moisture; large acreage of corn will be planted; some have already commenced planting.—E. W. McKinnin, agt. Stephens-Scott Grain Co.

Ray, Kan., Mar. 18.—Corn extra good quality; have had some crop damage reports from farmers; appears to be in exposed places and only in spots; estimate loss will not exceed 10% to 15%.—L. H. Thorp, mgr. Farmers Grain & Supply Co.

Salina, Kan., Mar. 19.—In territory from here to Flagler, Colo., and across county to Francis, Kan., growing wheat was mainly planted late last year and is late in appearance; on close investigation find it is well rooted and in good healthy condition; top of ground dry but subsoil is holding plenty of moisture; farmers now planting oats and barley.—H. J. Callen, care E. E. Roahen Grain Co., Kansas City, Mo.

MINNESOTA.

Osakis, Minn., Mar. 13.—Corn was a failure.—H. E. Gingery.

Perley, Minn., Mar. 13.—Wheat graded Nos. 1 and 2.—C. O. Eian, agt. Monarch Elvtr. Co.

Marshall, Minn., Mar. 14.—Corn was poor quality.—N. H. Mongeon, agt. Northwestern Elvtr. Co.

London, Minn., Mar. 14.—Corn total failure last year.—John Reisdorf, agt. Speltz Grain & Coal Co.

Osakis, Minn., Mar. 13.—Nearly all feed grain was needed this year to replace loss of corn crop.—H. E. Gingery.

Tintah, Minn., Mar. 13.—Crops were drowned out this year.—O. Tucker, agt. St. Anthony & Dakota Elvtr. Co.

Burchard sta. (Balaton p. o.), Minn., Mar. 11.—Corn was total failure.—J. F. Dikine, agt. Western Elvtr. & Grain Co.

Walters, Minn., Mar. 13.—Corn was failure; oats good; wheat was small; barley color bad; not good quality account too much rain.—R. E. Ludtke, agt. Speltz Grain & Coal Co.

Milroy, Minn., Feb. 26.—Oats and wheat fairly good; corn poor account too much moisture; some samples as high as 39%; considerable will spoil when warm weather sets in.—Theo. Blake, mgr. Farmers Elvtr. Co.

Washington, D. C., Mar. 22.—The production of durum wheat last year in Minnesota and the Dakotas (which produced 95 per cent of the total crop at time of last census) was about 37,900,000 bus., as compared with 18,900,000 in 1914 and 21,529,000 bus. in 1913. The yield per acre averaged 19.3 bus., whereas other spring wheats averaged 17.4 bus., or about 1.9 bus. less per acre.—U. S. Dept. of Agriculture.

MISSOURI.

Mexico, Mo., Mar. 11.—Several days ago I sent out an inquiry to every section of the state regarding condition of winter wheat. I have received a large number of replies which indicate that wheat has been materially damaged in many sections by continued ice covering during January and the first half of February and freezing and thawing since. The average estimate would indicate about 20% damage. This taken into consideration with reduced acreage, poor stand, and some fly damage, does not look very promising for a large wheat crop the coming year.—J. A. Gunnell, sec'y Missouri G. D. A.

NEBRASKA.

Hallam, Neb., Mar. 13.—Growing wheat to date in fine condition.—Wm. Burk.

Friend, Neb., Mar. 16.—Growing wheat not looking good.—P. Stepanek.

St. Paul, Neb., Mar. 13.—Corn poor quality.—G. H. Bacon, agt. Gooch Mfg. & Elvtr. Co.

Charleston, Neb., Mar. 13.—Wheat looks good in this section.—M. N. Otto, mgr. Otto Bros.

Sidney, Neb., Mar. 13.—Farmers sowing spring wheat; ground in fine condition.—L. H. Hazle.

Hebron, Neb., Mar. 15.—Oats testing too light to ship.—H. D. Harding, mgr. Hebron Elvtr. & Shipping Ass'n.

Waco, Neb., Mar. 17.—About 65% corn good; oats mostly no good; wheat about 80% good.—Robert Beckord.

Bruning, Neb., Mar. 17.—Growing wheat reported in good condition.—E. C. Carter, prop. Bruning Mill & Elvtr.

Moorefield, Neb., Mar. 17.—Crops good this year; had short crops for several years.—James Pearson, agt. Shannon Grain Co.

Wilber, Neb., Mar. 16.—Farmers commenced sowing oats; winter wheat in good condition.—E. M. Olds, mgr. Farmers Elvtr. Co.

Cozad, Neb., Mar. 16.—Wheat acreage 20% less than last year; growing crop does not look as good as it might account damp weather; most corn coming to market grades No. 4 or lower.—W. G. Adams, agt. Omaha Elvtr. Co.

Upland, Neb., Mar. 18.—Growing wheat in good condition; will soon need rain; little oats being sown.—Peoples Grain, Coal & L. S. Co.

Fairfield, Neb., Mar. 13.—Wheat in good shape but too early to tell much about it.—O. L. Campbell, agt. E. Stockham Grain Co.

Boone, Neb., Mar. 16.—Crops of all kinds were large past year; corn was soft and chaffy.—D. J. Sweeney, mgr. Farmers Co-operative Ass'n.

Monroe, Neb., Mar. 13.—Winter wheat looks fine; soil in good condition; everything points to good crop.—John Gibbons, agt. T. B. Hord Grain Co.

Litchfield, Neb., Mar. 13.—Prospects good for a crop next year; almost entire crop last year destroyed by heavy hail storms. Wheat marketed graded No. 4.—C. E. Achenbach.

Riverdale, Neb., Mar. 14.—Wheat grades No. 4 hard; corn mostly grading Nos. 5 and 6; some better but not much; growing wheat is in fine condition at this time; will make a good stand.—O. G. Knox, mgr. Farmers Elvtr. Co.

Pauline, Neb., Mar. 20.—Wheat is in fine condition. We have plenty of moisture. Seeding oats will commence about next week. Very few farmers will plant more oats than necessary for feed. Elmer Jones, mgr. Pauline Grain & Supply Co.

OHIO.

Storms, O., Mar. 20.—Corn here fairly good quality, wheat was very bad.—J. L. Baum & Co.

OKLAHOMA.

Anadarko, Okla., Mar. 18.—Have no green bugs to speak of; large corn acreage will be planted.—W. P. Snyder.

Avard, Okla., Mar. 23.—Wheat looks fair; some hessian fly; no green bugs; no damage so far to growing wheat.—F. M. Fry.

Marshall, Okla., Mar. 18.—Need rain to start spring crops; would be of great benefit to wheat.—J. C. Pearson, of Pearson & Hayton.

Cleora, Okla., Mar. 14.—Quite a large oats acreage being sown at present with good weather for it.—Earl M. World, pres. Cleora Grain Co.

Banner, Okla., Mar. 17.—Considerable wheat at this place being replanted to oats, owing to the freezing of soft wheat. About 50% of soft wheat in this vicinity reduced to half stand.—J. S. Carter, Mgr. Canadian Mill & Elvtr.

Muskogee, Okla., Mar. 22.—Our oat crop will be reduced at least 50% from last year. Our corn acreage increased about 25% and cotton 25%. Wheat acreage is about the same as last year, a small per cent being plowed up on account of damage of fly.—C. J. Wolaver, Arkansas Valley Milling Co.

SOUTH DAKOTA.

Freeman, S. D., Mar. 18.—Seeding will commence in few days with favorable weather.—W. H. Borman, mgr. Farmers Elvtr. Co.

TEXAS.

Austin, Tex., Mar. 13.—Usually around here at this time corn is up nicely and growing off, but it is too dry to bring it up; while grain looks reasonably well, it is considered that it will be damaged materially unless we have rain very soon. In the northwestern part of Panhandle 50% of wheat sown last fall has not yet come up; about 5 months since they had rain in northwest, west and southwest parts of Texas.—H. B. Dorsey, sec'y Texas G. D. A.

Ft. Worth, Tex., Mar. 11.—Reports coming to me indicate that conditions have not improved since my report of Feb. 19, as dry weather is affecting grain crop everywhere in Texas. I made a daylight trip from Austin Mar. 8, and while grain thru central Texas shows up very well, can be seen that wheat needs rain badly, and unless we get it soon I do not believe the grain prospects will be as good as reported in my circular of Feb. 19. Will be glad to have reports on crop conditions from anyone at any time.—H. B. Dorsey, sec'y Texas G. D. A.

Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

CANADA.

Winnipeg, Man., Mar. 8.—The total amount of wheat inspected to date is 179,485 cars or 215,382,000 bus.; 50,000,000 bus. in farmers hands; 44,700,000 bus. in store at country points; 5,300,000 bus. in transit not inspected; 35,000,000 bus. for seed, feed, etc.; total wheat crop 348,382,000 bus. Oats inspected to date 55,200,000 bus.; in store at country points 9,500,000 bus.; in transit not inspected 2,130,000 bus.; in farmers hands to market 30,000,000 bus. Barley inspected to date 8,225,000 bus.; in store at country points 1,500,000 bus.; in transit not inspected 200,000 bus.; in farmers hands to market 3,500,000 bus.—Frank O. Fowler, sec'y Northwest Grain Dealers Ass'n.

ILLINOIS.

Industry, Ill., Mar. 22.—About 30% wheat, 25% oats and 60% corn still in farmers hands.—Bain Sullivan, mgr. Sullivan & Jewison.

Osbornville, Ill., Mar. 11.—Grain movement handicapped this winter account car shortage.—Otto F. Young, mgr. Mt. Auburn & Osbornville Grain Co.

Fogarty siding (Lincoln p. o.), Ill., Mar. 20.—Considerable corn and not much wheat in farmers hands; small per cent of oat crop left.—J. D. Seibert, mgr. Farmers Grain & Coal Co.

Peterstown, Ill., Mar. 15.—Farmers are holding on grain in this locality for higher prices; not much moving; quality poor but it will keep.—Fred Wiemann, Peterstown Farmers Elvtr. & Supply Co.

Maroa, Ill., Mar. 21.—About 40% of the corn still on the farms and much of the big oats crop remains to be moved. Owing to moisture last year wheat made only a 10% crop and the outlook for that grain this season is again very poor. It will all be killed if we have no rain in two weeks.—M. R. Allsup.

Manito, Ill., Mar. 24.—Larger amount of wheat in farmers hands than ever before at this time of year; they wanted high prices than prevailed so did not sell; now wish they had sold; corn movement has not been up to standard account scarcity of cars and bullish feeling of holders.—A. R. Harbaugh, agt. Smith-Hippen Co.

INDIANA.

Urbana, Ind., Mar. 11.—Not much grain moving.—Ellis Nelshaber, agt. Kinsey Bros.

IOWA.

Charlotte, Ia., Mar. 11.—Very little grain shipped from here.—X.

Hartley, Ia., Mar. 20.—No grain movement; shipping in a little corn from Kansas.—C. H. Betts.

Anthon, Ia., Mar. 17.—Some old corn in farmers hands yet; last year's crop is nearly all being fed account poor quality.—W. H. Drake, agt. Quaker Oats Co.

Humboldt, Ia.—Mar. 18.—Practically no grain moving at this point; farmers holding oats for higher prices; we are buying southern corn to supply feeders.—Geo. O. Strom, of Farmers Co-operative Ass'n.

KANSAS.

Reserve, Kan., Mar. 10.—No grain moving; farmers not holding big surplus here.—J. M. Gilmore, mgr. Maust & Gilmore.

Salina, Kan., Mar. 19.—Little grain being marketed owing to decline in price; considerable wheat being held in elvtrs.; from 15% to 25% back in farmers hands.—H. J. Callen, care E. E. Roehen Grain Co., Kansas City, Mo.

Grainfield, Kan., Mar. 18.—Most of old crop marketed.—R. E. Terry, mgr. Farmers Business Ass'n.

Ray, Kan., Mar. 18.—Almost no grain moving at this time; this year was unsatisfactory for producer and grain handler in this section; corn has been moving freely until late drop in price.—L. H. Thorp, mgr. Farmers Grain & Supply Co.

MINNESOTA.

Lismore, Minn., Mar. 15.—No corn shipped from this station this year.—John G. Van Rossum, mgr. Farmers Elvtr. Co.

Badger, Minn., Mar. 20.—About 85% grain marketed in this locality.—H. B. Lee, mgr. Roseau County Farmers Elvtr. & Mercantile Co.

Milan, Minn., Mar. 13.—Shipped no corn this year compared with 580,000 bus. average year.—C. Nordgren, mgr. Farmers Elvtr. Co.

Walters, Minn., Mar. 13.—Grain business quiet this season; farmers held oats back for feed.—R. E. Ludtke, agt. Speltz Grain & Coal Co.

Wabasso, Minn., Mar. 13.—No corn shipments this year; compared with 250,000 bus. last year.—C. A. Schroeder, mgr. Farmers Grain & Fuel Co.

Renville, Minn., Mar. 13.—About 10,000 bus. of corn shipped from this station this year; compared with an average of 300,000 bus.—E. W. Langer, agt. Pacific Elvtr. Co.

Burchard sta. (Balaton p. o.), Minn., Mar. 11.—Corn shipments fell short account crop failure; usually ship from 8,000 to 10,000 bus.—J. F. Dikine, agt. Western Elvtr. & Grain Co.

Lake Wilson, Minn., Mar. 15.—Grain movement slow at present account poor roads and break in market; farmers holding for better prices.—C. E. Zeiner, agt. Hubbard & Palmer Co.

Marshall, Minn., Feb. 23.—Corn for market about all sold; most farmers fed corn account poor quality; oats being held for higher prices; wheat about all marketed.—N. H. Mongeon, agt. Northwestern Elvtr. Co.

Tintah, Minn., Mar. 13.—Did not handle 30,000 bus. of all grains this year; compared with 100,000 bus. wheat, 75,000 bus. oats, 25,000 bus. barley and 2,000 bus. flaxseed for ordinary year.—O. Tucker, agt. St. Anthony & Dakota Elvtr. Co.

London, Minn., Mar. 15.—Shipments from this station for 1915-16 were 120,000 bus. oats, 8,000 bus. wheat, 4,000 bus. barley and 5,000 bus. flaxseed; compared with 170,000 bus. oats, 15,000 bus. wheat, 70,000 bus. corn, 7,000 bus. barley and 6,000 bus. flaxseed for 1914-15.—John Reisdorf, agt. Speltz Grain & Coal Co.

NEBRASKA.

Hebron, Neb., Mar. 15.—None of this year's oats shipped.—Hebron Elvtr. & Shipping Ass'n.

Inavale, Neb., Mar. 18.—About 25% corn still in farmers hands; wheat nearly all sold.—Chas. Hunter

Powell, Neb., Mar. 13.—Have shipped 50,000 bus. grain so far this year; annually ship about 70,000 bus.—N.

Fairfield, Neb., Mar. 13.—About 15% wheat in farmers hands.—O. L. Campbell, agt. E. Stockham Grain Co.

Sidney, Neb., Mar. 13.—About 33% wheat still in farmers hands; very little being marketed at present.—L. H. Hazle.

Hallam, Neb., Mar. 13.—Not much grain moving since decline in market; about 30% wheat and 50% corn still in farmers hands.—Wm. Burk.

Bruning, Neb., Mar. 17.—About 30% wheat and from 60 to 70% corn still in farmers hands.—E. C. Carter, prop. Bruning Mill & Elvtr.

Red Cloud, Neb., Mar. 14.—Considerable corn as well as wheat shipped this year; this is first year corn has been shipped from here for long time; feeders usually take all for feeding which is light.—Amboy Mfg. & Elvtr. Co.

Litchfield, Neb., Mar. 13.—All grain handled was shipped in with exception of about 20,000 bus. wheat which was shipped out.—D. W. Titus.

Litchfield, Neb., Mar. 13.—Have shipped in 32 cars corn for feeders so far; only shipped out 16 cars wheat and 1 car rye.—C. E. Achenbach.

St. Paul, Neb., Mar. 13.—Most all wheat in this section has been delivered; will be some corn marketed.—G. H. Bacon, agt. Gooch Mfg. & Elvtr. Co.

Wilber, Neb., Mar. 16.—About 50% corn, 40% wheat and no oats in farmers hands; farmers not selling wheat as look for high prices; some corn moving.—E. M. Olds, mgr. Farmers Elvtr. Co.

Bloomfield, Neb., Mar. 15.—Last year shipped 130,000 bus. oats, 140,000 bus. shelled corn and 50 cars popcorn; compared with 200,000 bus. corn, 200,000 bus. oats and 60 cars popcorn this year.—S.

NORTH DAKOTA.

Hamburg, N. D., Mar. 21.—A good deal of grain here is still in the farmers hands.—E. A. Harseim, agt. St. Anthony & Dak. Elvtr. Co.

Luverne, N. D., Mar. 18.—About 75,000 bus. grain still to be marketed; have handled more than 550,000 bus. so far.—F. L. Griffiths, agt. Griffiths Bros.

OKLAHOMA.

Anadarko, Okla., Mar. 18.—Little wheat grown here; farmers holding some corn; none moving.—W. P. Snyder.

SOUTH DAKOTA.

Freeman, S. D., Mar. 18.—Farmers not selling any grain.—W. H. Borman, mgr. Farmers Elvtr. Co.

Mission Hill, S. D., Mar. 20.—We are just recovering from one of the Missouri River overflows here; have had 4 ft. of water above ground; water did not rise high enuf to damage grain in elvtrs. but about 4 ft. of ear corn in cribs of the Farmers Elvtr. Co. now filled with sand and mud; all pits filled to the brim; nothing like it since 1881; lots of grain and stock damaged and drowned on the bottoms.—C. E. Jones.

WISCONSIN.

Superior, Wis., Mar. 18.—Have received at the Twin Ports to date 89,967,652 bus. wheat; compared with 54,636,214 bus. for same time last year.—A. N. Lent, sec'y-treas. Board of Trade.

Exports of Grain Weekly.

	Wheat.		Oats.	
	1915.	1914.	1915.	1914.
July 4, '14 to July 8, '15	314,473,000	192,348,000	101,585,000	17,702,000
July 10	1,890,000	5,758,000	2,410,000	672,000
July 17	2,049,000	5,087,000	2,829,000	474,000
July 24	1,548,000	7,711,000	2,680,000	277,000
July 31	3,809,000	8,196,000	1,846,000	345,000
Aug. 7	1,971,000	4,847,000	1,382,000	384,000
Aug. 14	3,841,000	3,425,000	697,000	280,000
Aug. 21	3,100,000	9,286,000	397,000	612,000
Aug. 28	4,302,000	8,648,000	290,000	323,000
Sept. 4	5,317,000	9,019,000	1,700,000	707,000
Sept. 11	4,788,000	7,440,000	165,000	149,000
Sept. 18	5,464,000	5,230,000	1,880,000	2,660,000
Sept. 25	5,793,000	6,485,000	1,682,000	2,570,000
Oct. 2	7,467,000	8,304,000	1,853,000	4,078,000
Oct. 9	10,030,000	6,368,000	728,000	1,611,000
Oct. 16	8,764,000	4,291,000	2,827,000	2,000,000
Oct. 23	8,985,000	4,917,000	1,056,000	1,696,000
Oct. 30	9,744,000	5,691,000	1,814,000	2,167,000
Nov. 6	8,963,000	5,868,000	1,805,000	1,845,000
Nov. 13	10,496,000	7,585,000	1,033,000	1,728,000
Nov. 20	7,614,000	5,767,000	1,688,000	2,219,000
Nov. 27	7,782,000	5,874,000	2,226,000	1,819,000
Dec. 4	9,411,000	9,381,000	2,264,000	1,428,000
Dec. 11	8,484,000	5,515,000	2,196,000	933,000
Dec. 18	8,721,000	9,492,000	1,293,000	1,772,000
Dec. 25	5,755,000	5,199,000	2,070,000	1,754,000
1915.	1915.	1915.	1915.	1915.
Jan. 1	7,256,000	5,807,000	2,192,000	717,000
Jan. 8	8,322,000	7,362,000	1,308,000	124,000
Jan. 15	7,880,000	7,062,000	2,095,000	859,000
Jan. 22	7,247,000	5,664,000	1,568,000	1,474,000
Jan. 8	6,848,000	5,889,000	1,739,000	779,000
Jan. 15	6,966,000	6,332,000	2,086,000	1,289,000
Jan. 22	7,141,000	4,422,000	1,745,000	2,002,000
Jan. 29	7,636,000	4,522,000	2,510,000	2,072,000
Feb. 5	6,873,000	4,977,000	2,118,000	2,152,000
Feb. 12	8,046,000	6,795,000	2,010,000	1,879,000
Feb. 19	6,490,000	7,128,000	2,635,000	1,730,000
Feb. 26	6,450,000	4,853,000	2,104,000	2,412,000
Mar. 4	6,822,000	5,805,000	2,653,000	1,116,000
Mar. 11	7,415,000	4,206,000	1,834,000	1,607,000
Mar. 18	7,389,000	4,071,000	3,424,000	1,364,000
Total	242,420,000	229,682,000	74,669,000	53,677,000

Grain Trade Hopes for European Peace

The grain trade, banking industry and large steel mills have long felt a grave concern over the effect upon United States business of a cessation of hostilities in Europe. It was freely predicted four months ago by prominent men in each of those industries, that a sudden termination of war would immediately cause a serious sympathetic break in prices of foodstuffs, iron, steel and the many other products for which Europe is now offering unprecedented prices. Within the last few weeks however, many men in the grain trade have made a careful analysis of the situation as it relates to grain, and without exception they believe the arrival of peace will be the forerunner of the greatest bull period this country has enjoyed in years. This will not mean simply an inflation of prices, but rather the movement of a tremendous tonnage at current prices.

The principal factor to be considered before a correct analysis of the situation can be obtained, is the amount of grain Russia and Siberia will be able to move into the European markets. This quantity is known by none, but it is definitely known that the last two harvests have been light. The grain growers of Europe have had no incentive to produce more grain than they could readily dispose of. Their governments might at a moment's notice confiscate any accumulated surplus and while the grain thus taken might be paid for eventually, it would in many instances be considered a contribution to the government. The demand for men to shoulder arms has made available fewer harvest hands than for any preceding harvest. Even if Russia were literally filled with grain however, it would require the next six months to move it to ports for export to the countries where needed. Only 15,000,000 bus. of wheat is available for export from the Black Sea ports at once, and before any appreciable addition could be made to this figure the armies would have to be demobilized and the men returned to the farms. This could not be done quickly; an army can be mobilized much quicker than it can be orderly dismissed.

Germany ordinarily requires annually from outside sources 80,000,000 bus. of wheat; Holland, 50,000,000 bus., and Belgium, 80,000,000 bus. Germany and Belgium are both practically cut off from the outside world at present, so far as imports of wheat are concerned, and Holland is obtaining less than 50% of its normal requirements. Simply to "fill up the holes" occasioned by the lessened supply of the last 20 months would require more than six months of a steady stream of wheat from the United States. After that, conditions in Russia and other grain surplus countries may have adjusted themselves so that a noticeable quantity might be obtained from those sources. But at present the United States and Canada are the only countries which can step into the breach with a ready supply of wheat. They are the only countries which can, normally, handle grain with dispatch from the farms to exporting terminals. The lack of such handling facilities in South America, India and Africa will be more noticeable immediately after the close of war than ever before.

The difficulty and delay of transporting North American wheat across the ocean will be largely overcome with the releasing of the many merchant vessels of belligerent nations now interned in prac-

tically every neutral port of the world. This will create a freer interchange of commerce, and with insurance again at a normal level, ocean rates will be greatly reduced, tho they will undoubtedly not reach the level obtaining before the war owing to the reduction in the number of vessels. The releasing of vessels at present interned, will provide a greater tonnage to carry grain from the congested American ports, and this in turn will bring about an easier movement of freight cars, ultimately proving a big factor in terminating the present serious car shortage.

The question of how much grain can be shipped from other neutral countries naturally arises, as South America, India and Africa will enter the trade war for foreign markets. Rates and distance are greatly in favor of North America, but the dominating factor seems to be the satisfactory banking arrangements between Europe and the United States, as compared with other countries. Were all other conditions on an equal footing, Germany, Switzerland, Italy, France, England, Holland and the Scandinavian countries would continue to take North American grain for another six months at least, rather than trade with other countries before satisfactory banking arrangements were completed.

The steel industry, considered often as the gauge for other lines of trade, no longer fears the announcement of peace. It philosophically believes that if Europe's demand for shot, shell and other munitions should be suddenly terminated, the demand for iron and steel for rebuilding purposes would be greatly strengthened and would continue for many years. Until Europe could take an inventory to ascertain what was needed a slight lull might be experienced in the steel trade, and the many high salaried munition workers, many of whom were working in ditches with shovels before the outbreak of war, would find themselves without a source of revenue. It will be hard for the day laborer, who as a rule has been living from hand to mouth, to return to his less remunerative occupations, but the readjustment will take place in the natural course of events.

In the grain trade, men who have given much careful study to the subject, believe not even a temporary break will occur. With good No. 2 wheat selling around \$1.08, and other grains also at or below their intrinsic value, the only effect upon prices it is tho, would be a sudden reversion upward. However, as peace talk becomes louder it behooves grain dealers everywhere to stick close to shore.

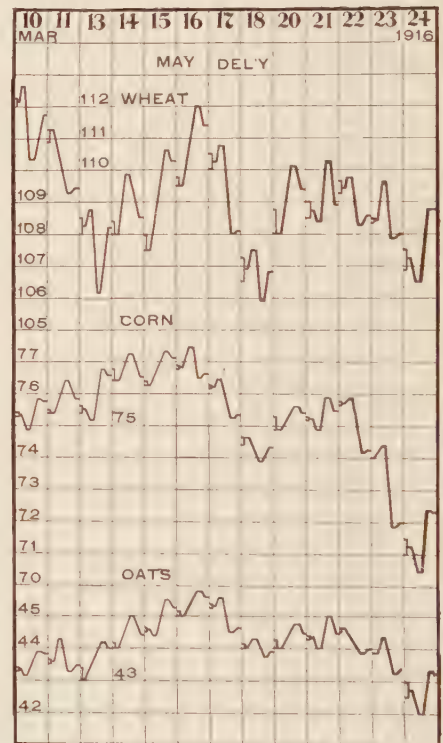
Wheat in Mills and Elevators.

Washington, D. C., Mar. 9.—The quantity of wheat held by interior mills and elevators on Mar. 1 is estimated as 15.0% of the 1915 crop; this would be equivalent to about 151,911,000 bus., and compares with 85,955,000 similarly estimated for a year ago, 93,626,000 two years ago, and 118,400,000 bus. three years ago. These estimates are based upon reports from interior mills and elevators to the Bureau of Crop Estimates of the Department of Agriculture; they do not include "visible" stocks at points of large accumulation.—U. S. Dept. of Agriculture.

MONTANA FLAX recently shipped from Conrad to Belfast, Ireland, commanded a price of \$400 per ton. The usual price is \$180 per ton. The shipment comprised several carloads.

Chicago Futures

Opening high, low and closing quotations on wheat, corn and oats for May delivery at Chicago, for the last two weeks, are shown on the chart herewith:



Daily Closing Prices.

The closing prices for wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.														
	Mar. 10.	Mar. 11.	Mar. 13.	Mar. 14.	Mar. 15.	Mar. 16.	Mar. 17.	Mar. 18.	Mar. 20.	Mar. 21.	Mar. 22.	Mar. 23.	Mar. 24.	
Chicago	111 ³ / ₄	109 ³ / ₄	108 ¹ / ₂	108 ¹ / ₂	110 ¹ / ₄	111 ³ / ₄	108	106 ³ / ₄	109 ³ / ₄	108 ³ / ₄	108 ¹ / ₂	108	108 ³ / ₄	
Minneapolis	112 ⁵ / ₈	110 ⁵ / ₈	110	110	111 ⁵ / ₈	112 ⁵ / ₈	109 ¹ / ₂	108 ³ / ₄	111 ¹ / ₄	110 ⁷ / ₈	110 ¹ / ₂	110 ¹ / ₂	110 ³ / ₄	
Duluth	112 ³ / ₄	110 ³ / ₄	109 ⁷ / ₈	110 ¹ / ₄	111 ⁷ / ₈	112 ³ / ₄	109 ³ / ₄	108 ³ / ₄	111 ¹ / ₄	110 ⁷ / ₈	110 ³ / ₄	110 ³ / ₄	110 ¹ / ₂	
†Omaha	105 ³ / ₄	105 ¹ / ₂	102	100 ¹ / ₂	101 ¹ / ₂	104	103 ¹ / ₂	103 ¹ / ₂	104 ¹ / ₂	105	105	105	105 ¹ / ₂	
St. Louis	108 ¹ / ₄	106	105	105 ¹ / ₂	107 ¹ / ₄	108 ¹ / ₄	105 ³ / ₈	103 ⁵ / ₈	106 ¹ / ₂	106	105 ⁵ / ₈	104 ⁷ / ₈	105 ¹ / ₂	
Kansas City	103 ³ / ₄	101 ³ / ₄	100 ¹ / ₂	100 ³ / ₄	102 ³ / ₄	103 ¹ / ₂	100 ¹ / ₂	99 ¹ / ₂	101 ³ / ₄	101 ¹ / ₄	100 ⁷ / ₈	100 ¹ / ₄	100 ⁷ / ₈	
Milwaukee	111 ⁵ / ₈	109 ¹ / ₂	108 ¹ / ₂	108 ³ / ₄	110 ⁵ / ₈	111 ⁵ / ₈	108 ¹ / ₄	106 ⁷ / ₈	109 ³ / ₄	108 ⁷ / ₈	108 ¹ / ₂	108 ¹ / ₂	108 ¹ / ₂	
Toledo	115 ¹ / ₂	113 ³ / ₄	112 ¹ / ₂	113 ¹ / ₄	115 ¹ / ₄	116 ¹ / ₂	113	111 ³ / ₄	114 ¹ / ₂	114 ⁵ / ₈	114 ³ / ₄	113 ³ / ₄	114 ¹ / ₂	
*Baltimore	118	115 ¹ / ₂	114	114 ³ / ₄	116 ¹ / ₂	117 ¹ / ₂	111	113 ¹ / ₂	115 ³ / ₄	115 ¹ / ₂	115	114 ¹ / ₂	115 ¹ / ₂	
Winnipeg	111 ³ / ₈	109 ¹ / ₂	108 ¹ / ₄	108 ³ / ₈	109 ⁵ / ₈	110 ³ / ₄	107 ⁷ / ₈	107	109 ³ / ₄	109 ¹ / ₄	108 ¹ / ₂	108 ³ / ₈	108 ¹ / ₄	
MAY CORN.														
	Mar. 10.	Mar. 11.	Mar. 13.	Mar. 14.	Mar. 15.	Mar. 16.	Mar. 17.	Mar. 18.	Mar. 20.	Mar. 21.	Mar. 22.	Mar. 23.	Mar. 24.	
Chicago	75 ³ / ₄	75 ³ / ₄	76 ¹ / ₂	76 ¹ / ₂	77	76 ⁵ / ₈	75 ¹ / ₄	74 ¹ / ₄	75 ³ / ₄	75 ¹ / ₄	74 ¹ / ₈	72	72 ¹ / ₄	
Kansas City	70 ¹ / ₄	70 ¹ / ₄	70 ⁷ / ₈	70 ⁵ / ₈	71 ¹ / ₄	71	69 ¹ / ₂	68 ⁵ / ₈	69 ¹ / ₄	69 ¹ / ₄	68 ³ / ₄	66 ⁵ / ₈	66 ⁵ / ₈	
St. Louis	75 ¹ / ₄	75 ¹ / ₄	76 ¹ / ₈	76	76 ¹ / ₂	76 ¹ / ₄	74 ¹ / ₄	73 ⁷ / ₈	74 ³ / ₄	74 ⁷ / ₈	73 ¹ / ₂	71 ³ / ₄	71 ³ / ₄	
†Omaha	65	64 ¹ / ₂	65 ¹ / ₂	66 ³ / ₄	66 ³ / ₄	67 ¹ / ₂	66 ³ / ₄	65 ¹ / ₂	66	66	65 ³ / ₄	65 ³ / ₄	65 ³ / ₄	
†Cash aver. No. 2 hard and No. 3 mixed.														
							*Mar. del'y.							

†Cash aver. No. 2 hard and No. 3 mixed.

Takes Exception to Fire Insurance Prohibitions and Penalties.

BY THOS. E. HALL.

I have read with much interest the Revision of Schedule of Mutual Fire Insurance Rates which appears on the inside of the back cover of the March 10th issue of the Grain Dealers Journal.

Under the heading "Standard Equipment" appear two instructions or prohibitions, one of which reads,

"All elevator heads must be hopped to down leg at an angle of at least forty-five (45) degrees, to prevent accumulation of stock under pulleys and possibility of pulleys rubbing on strut board."

The other is

"lagged metal pulleys prohibited in heads and boots."

Commenting on this clause in another paragraph, the article reads

"the lagged metal pulley in heads or boots has been placed in the same class as the old wood or wooden rim pulley, and its use is absolutely forbidden without payment of a deficiency charge."

Another paragraph reads,

"These revisions to the old schedule have been determined largely by the number of fires within the last five years and the causes through which these fires have originated." "This is proof positive of the advantage to all elevator operators of reporting the true cause of each fire."

It has fallen to my lot to give these two subjects much thought, study and experiment, in order to ascertain for myself as incident to my business, "the true cause of each fire"; or to go deeper yet, to learn the true cause of a choke, which is, after all, the chief, original cause of all fires occurring in the leg.

It is not strange, perhaps, that I should reach directly opposite conclusions respecting these causes to those of the distinguished members of the rate committee.

I should have liked to have seen fully explained their reasons for their conclusions on these two subjects. Why, for instance, should a strut board "be hopped to the down leg"? conveying the spilled grain to this down leg instead of to the up or front leg? The only reasons they express are those in the following sentence:

"To prevent accumulation of stock under pulleys, and possibility of pulleys rubbing on strut board."

The latter clause may be dismissed as not applying especially to either leg. The ends could be accomplished by "hopping" to the up as well as to the down leg. There is some force, however, to the first clause, viz.,

"to prevent accumulation of stock under pulleys."

This probably is the only reason that can be advanced. The stock referred to probably means the silk and husks in handling mixed corn and cobs, as only such stock could accumulate there, and this stuff is good kindling material, *after a fire has started*. This, if serious enough, could be handled through spouts leading to doors in the sides of the head, but it would seem that the advice given by the Insurance Company to overcome this objection is like jumping from a frying pan into a fire.

I will offer some objections to their instructions.

The grain, which is the bulk of all "stock," that falls to this strut board has spilled from the cups above it. The strut lying at an angle forms a chute to convey this grain to the down leg into the boot.

The bulk of this grain then lodges in a pocket between the belt and the boot pulley, forming a wedge. If the belt is tight, this wedge locks (chokes) the belt; but the head pulley continues to move

against this locked belt, and of course a fire is imminent. The falling grain, when it fills this pocket, accumulates and piles up on the cup side of this descending belt. If this pile becomes high enough, say to the centre of the boot pulley, the inverted descending cups can no more penetrate it than they could a pile of brick laid in cement. The result is a perfect assurance of the "CHOKE." Therefore, every kernal of grain sent down the back leg, *tends at least to create* the very thing the insurance underwriters are striving to prevent. This instruction of the Insurance Company is directly responsible for a large number of the fires that occur in elevator legs. The company had much better advise that no grain from any source should ever be permitted in the rear side of a boot.

The spilled grain that first falls on the strut must again be elevated from some point before it can reach its destination. That point is the upside of the boot where the cups are ascending; upright. The strut *should therefore incline to the front* or up leg as the best and most direct route to this point. Besides, much of this falling grain would then be caught, picked up by the ascending cups, but in no event can any of it do harm in the front or up leg.

LAGGED METAL PULLEYS.

"lagged metal pulleys prohibited in heads."

No reasons are given for this serious and astounding prohibition.

I must assume that this Insurance Co. thinks that a smooth face iron pulley is less liable to cause a fire in case of slipping of the belt than is a rubber lagged pulley; which no doubt is true. Hence, they make a choice of evils.

There are only two things that cause

the belt to slip on the head pulley; or two things that retard, or stop the movement of the belt; and these two things philosophically constitute only *one* thing, viz., a strain is put upon the belt greater than the friction on the pulley can bear. That presents to us the whole problem of fires caused by slippage. Why beat around the bush? Why not face the inevitable? Why not see if this *one* cause cannot be removed? Choosing between evils aggravates the case. It is true perhaps that fires are less liable to occur with the belt rubbing on a smooth surface, yet this may be doubted. It is equally true, that when a tin boiler explodes, the havoc is not so serious as it is when a ½-in. thick steel boiler explodes with high pressure. Shall heavy, strong boilers be prohibited?

One of the two causes mentioned for retarding or stopping the belt, is *overloading the ascending cups*; putting more strain on the belt than the friction of the pulley can stand. The other is a choke at the boot, which locks the belt solid. The cause and the result is the same in both instances. The belt is held back, but the head pulley continues to revolve.

What is the plain common sense remedy for ills of this character? Is it not clearly to prevent the belt from being retarded or stopped? Is there any other remedy?

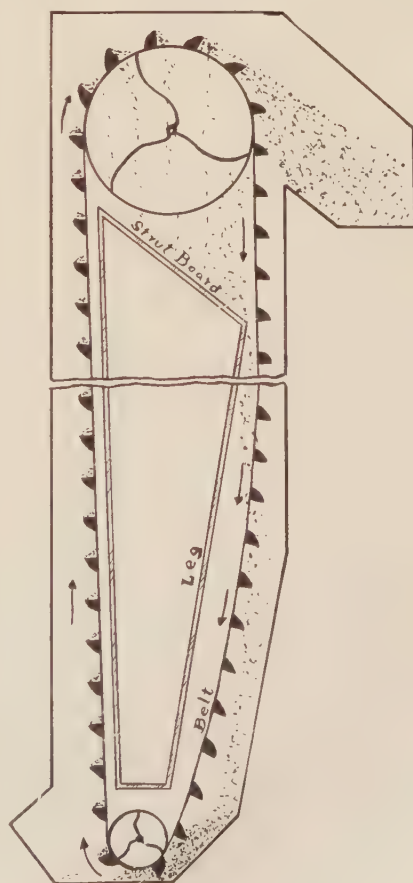
This prohibition is no remedy. It is an assault on the business of elevating grain. It is dodging an issue. This Insurance Company was up against a mathematical, or an engineering problem. The rate committee should, so it seems to me, have met it. This prohibition is nothing more nor less than saying to owners of elevators, unless you so equip your plants that you can only handle about one-quarter of the grain you are capable of handling, with your leg, we will penalize you "with a deficiency charge."

A modern country elevator often has a 75-foot lift of grain. Some of the large terminal elevators have twice this lift. A smooth face iron head pulley such as this rate schedule prescribes, cannot lift a fully loaded five-ply rubber belt, regardless of its width, over forty-five feet high. Will elevator owners respect such a prohibition as this? Here is a condition—a proposition that cannot, will not, be ignored. Under this prohibition, or in following the advice of this Insurance Co.'s inspectors every country elevator in existence is liable at any moment to have a fire. Whenever the operator happens to overload his belt, it will slip. He is liable to do this from no fault of his own, forty times a day. Elevator owners in my opinion, will not be likely to handicap their business by accepting such a rule as this laid down by this Insurance Co.

They will undoubtedly provide against the slipping of the belt, submit to this unjust penalty, run their elevators to full capacity, and do business on economic lines. It is just as easy to provide against the possibility of the slipping of a belt as it is to prescribe prohibitory rules. Simply remove the two causes of slippage.

First rubber lag the head pulley, and permit it to lift all the load that the belt itself can lift. Then there can be no slipping from that *one* cause.

Second, use a non-chokable leg and remove the *second* cause. With these two provisions, there will never be slippage, or a fire caused by slippage.



Strut Board Spilling Grain Down Front Leg.

Elevator Observations.

BY TRAVELER.

WHILE waiting to see an Indiana elevator man recently, I was attracted to a car which had been prepared for loading with a bountiful supply of newspapers and slats to hold the paper in place. This man had not only anchored the ends of the grain doors, so that they could not be jarred out of position, but he had also covered the cracks and knot holes in the grain door. I asked him why he did not cover the entire door with paper, and he said he had never thought of that. With so many defective, poorly constructed grain doors supplied the grain shippers, the wonder is that paper car liners are not used more liberally at every elevator. They would save more than their cost in labor and greatly reduce the chance of grain leaking out of car. This shipper had constructed a ladder for facilitating his getting in and out of car after the grain door had been nailed in place. Iron hooks at the top facilitate its being hung over the grain door, and standards at the bottom of ladder held it away from the grain door, so as to make it easy for the man climbing in or out to place his foot on the rungs of the ladder.

* * *

DRYING or conditioning grain is seldom undertaken at country stations, but if we have a few more crops like the last one, every elevator will be compelled to install facilities for getting the moisture out of the grain. Many grain men have suffered such heavy losses as a result of trying to handle damp grain during the past season, without proper facilities, that it would not seem possible that these same dealers would start in the new crop without either a drier or a first class conditioner. That the need of such facilities is being recognized by some country elevator men is evidenced by the fact that a few are installing large sized power fanning mills, and recently I inspected a bleaching tower which had



Coal Elevator at Manlius, Ill. Spout Under Car Loader.

been converted into a conditioner, by adding a large fan to the top of the tower, and pulling air in from the bottom up thru the falling grain, removing dust and screenings as well as considerable moisture. Dealers who desire to install such a device would not need such a high tower, nor one of such generous dimensions. I think a tower 3 ft. square with shelves which slant toward one another, so as to keep the grain scattered sufficiently to permit the easy passage of the air from below, would answer the purpose of the average country elevator.

* * *

SAVING the waste often turns a loss into a profit. The man who is careful to prevent waste in small things about his plant generally is not troubled by the large wastes, because he never permits them to become large. At Adams, Ind., I found the dealer loading a large car to the roof with a power air blast loader. Under the spout I noticed he had a trough or movable platform, about the width of a car door, which he placed under the loader, and kept it pitched toward the elevator. Upon investigation I found it was built for that purpose, and

placed there with the intention of saving the grain spilled from car, and it was making good every minute. It was not necessary for him to get down onto the tracks and scrape up the spilled grain, together with a lot of weeds and dirt. The grain, unmixed with any foreign matter, was diverted back into the elevator, ready for reloading into the car.

* * *

COAL pockets, built especially to facilitate the handling of coal at country retail stations without waste, are being adopted by many elevator men who handle coal as a side line. At Manlius, Ill., recently I visited the new coal elevator of Chas. Barber, who also has a grain elevator nearby. His new coal elevator is 40 x 24 x 30 ft. high. Coal is dropped from the hopper bottom cars into an 8 x 10 concrete pit under the tracks and pulled to top of building by 10 x 24 inch buckets, which are attached to chains passing thru the conveyor gallery from pit up to cupola of coal pocket. This new pocket will hold approximately 300 tons. All wagons will be loaded by gravity, without shoveling, and inasmuch as the valves below the bins can be locked, less coal will be stolen after dark. Fewer men will be needed as most of the work will be done by machinery.

New Philadelphia Oats Grades.

Certain changes in the grades of oats have been adopted by the Philadelphia, Commercial Exchange and went into effect Mar. 13, as follows:

That the word "sweet" be inserted after the word "sound" in the following grades: Extra, No. 1, No. 2 and standard white oats, and No. 1 and No. 2 mixed oats.

That the phraseology of the following grades be changed to read:

No. 3 White Oats shall be sweet, not less than $\frac{7}{8}$ white and weigh not less than 25 lbs. per measured bushel, but not equal to standard white oats in other respects.

No. 4 White Oats shall include white oats inferior to No. 3, but must be cool, may be slightly unsound, not necessarily sweet and may contain not more than 10 per cent of damaged oats.

No. 3 Mixed Oats shall be sweet, and include oats inferior to No. 2 mixed, but shall weigh not less than 25 lbs. per measured bushel.

No. 4 Mixed Oats shall include mixed oats inferior to No. 3, but must be cool, may be slightly unsound, not necessarily sweet and may contain not more than 10 per cent of damaged oats.

Sample Oats shall include all oats, white or mixed, inferior to No. 4.

BAGS for the grain of this year's harvest in Argentine will cost \$21,230,000, the greater part of which could be saved by the installing of elevators, according to the Argentine Ministry of Agriculture.



Newspaper Tacked on With Slats. Hook Ladder for Car Doors.

Meeting Directors Illinois Grain Dealers Ass'n.

The directors of the Illinois Grain Dealers Ass'n held a meeting at the La Salle Hotel, Chicago, yesterday, to consider the work of the Ass'n and to plan for the annual convention. As at every preceding meeting of the present board every director was present and showed an earnest purpose to act for the good of the rank and file of the members. No one had any personal ax to grind.

Besides Pres. Victor Dewein of Warrensburg and Sec'y E. B. Hitchcock of Decatur, there were present Directors E. M. Wayne of Delavan; E. E. Schultz of Beardstown; R. C. Baldwin of Bloomington; H. S. Antrim of Cairo; C. H. Wade of Paris; Wm. Wheeler of Melvin and B. P. Hill of Freeport. H. I. Baldwin of Decatur looked in during the session.

The coming convention at Decatur was discussed and the Orlando Hotel was settled upon as the headquarters and meeting place May 9 and 10. Unusual entertainment for the ladies will be provided at the convention, and the leading entertainment will be an old fashioned banquet with Louis G. Stevenson, W. R. Bach and James A. Patten as orators. Other speakers at the regular sessions will be Harry A. Wheeler of Chicago and A. D. Gash of the Illinois State Good Roads Commission. Along a line suggested by Pres. Dewein Dr. Duvel of the Dept. of Agriculture will give an illustrated talk on the marketing of grain in this country and abroad. As this program is but tentative a number of other good features may be added. President Woodrow Wilson in an unaffected letter stated it would give him great pleasure to address the dealers, but that press of official duties prevented.

Mr. Hitchcock, as manager of the claims buro, reported an increase almost double in the number of claims filed. As sec'y he had settled most of the differences between members without referring them to the arbitration com'ite.

For the scale department of the Ass'n it is desired that a law be enacted commissioning the Ass'n's scale inspector as a state official.

For the crop reporting work the coming season it was decided to divide the state into 10 sections.

The work of the traffic com'ite on carload minimums was considered; and Mr. Hitchcock gave a brief account of the results in the suits to establish the standing of shipper's weights. The Illinois Grain Dealers Ass'n is incurring heavy expense in this lawsuit and deserves the financial support of the Grain Dealers National and other state ass'ns of grain dealers.

E. M. Wayne interestingly related his personal experiences as a special delegate of the Illinois Grain Dealers Ass'n in the matter of the grain embargo, in a trip to New York and Washington with Commissioner Funk of the Illinois Public Utilities Commission.

Officially the Interstate Commerce Commission could take no action unless informed by an interested party and apparently the visit of Mr. Wayne to New York to get the needed information and his subsequent visit to Washington where he called upon Interstate Commissioner Harlan and Sec'y McGinty and explained the conditions as they existed gave the Commission the necessary lead to call a meeting at Washington to consider the embargoes.

Mr. Wayne got an entirely new light

on the matter in New York. He had supposed there was a shortage of ocean ships to carry the material arriving at the seaboard, but found to his surprise that the number of ocean steamers arriving at New York to take cargoes was greater than ever before. The milk in the cocoanut lay in the fact that the eastern roads paid western lines 45 cents per day for the use of cars, and then charged shippers \$1 per day demurrage upon those cars. Hence they were not interested in getting the cars released, and when they were unloaded they would send the cars no farther back than an intermediate point such as Buffalo.

Munition factories with facilities to handle raw materials for but 8 hours' daily run were running 24 hours a day and keeping hundreds of cars waiting to unload raw materials for their factories. The business is so profitable they can afford to pay the demurrage. Thus it resolved itself into a fight between the eastern and western lines as to who should have the cars.

By thus taking the lead in a national movement to improve traffic conditions the Illinois Grain Dealers Ass'n is living up to its past record of leadership among the grain trade ass'ns.

Mr. Wayne suggested that the powers of the Interstate Commerce Commission should be enlarged to regulate the furnishing of cars.

A merchant marine was absolutely necessary, even if it had to be subsidized, said Mr. Wayne. He found one man in New York designated what should go into every ship of the English leaving that harbor and 90 per cent of the bottoms trading there are English. A big grain exporter had a boat chartered for wheat, but the man in control of all the boats said it must be loaded with gas pipe for Egypt. With a merchant marine our exports would not be tied up in this way.

On motion by Mr. Wayne the directors endorsed the Grain Grades Act.

A suggestion by Mr. Hitchcock that a monthly news bulletin be issued was approved.

B. P. Hill, the Ass'n's delegate to the National Chamber of Commerce at Washington, gave an account of splendid work being done by that organization, of which the Illinois Ass'n recently became a member.

It was decided to leave the matter of railroad leases with Attorney Bach.

Six new members were voted into the fold: W. R. Turnbull of Waverly; J. W. Brown of Jenkins; Jas. A. Patten of Chicago; McKenzie & Day of Chicago; Urmston Grain Co., Indianapolis, Ind., and Dorsel & Co., Cincinnati, O.

The grain weights topic was referred to the legislature com'ite. Attorney Philip Miller has drawn up a bill for an Illinois statute on grain weights.

Mr. Schultz: Our weights are accepted by the railroads as correct because we have joined the Western Railway Weighing Ass'n, allowing them to audit all our books, to go over invoices, and to weigh up all grain in the house when desired. We had to do this to have our weights taken as the basis for charging freight as we unload about nine cars of wheat per day. We consider this arrangement a splendid thing for us as receivers and shippers. Any other dealer can get the same privilege by allowing the railroad to police their books.

Mr. Stone brot up the matter of two dealers at Robinson, Ill., getting the Big Four to put in an 8-cent instead of the

present 10-cent rate to Chicago. The competing rate on the I. C. is 7 cents.

The Ass'n finances were next considered, and steps taken to make the local organizations more useful. As an Ass'n emblem it was decided to adopt a large ear of corn and a sheaf of wheat that members and receivers could print on their stationery.

R. C. Baldwin called the attention of the directors to the big corn show at Bloomington Oct. 18 to 28, when \$1,300 will be distributed as prizes.

A handsome design for a medal and ribbon badge to be used at the annual convention was approved.

Adjourned.

Grain Exports Heavy.

THE ITALIAN STEAMSHIP Caterina Accame to load 200,000 bus. for a port in the Mediterranean, and the British steamship Bernard, chartered to load 192,000 bus. for the United Kingdom arrived Mar. 17 at Philadelphia.

AN AMENDMENT to the Constitution whereby an export tax may be levied on commodities shipped from the United States to foreign countries is proposed in a bill recently introduced in the House by Representative Britten of Chicago.

GRAIN EXPORTS from Galveston for the week ending Mar. 19 were S. S. Jose de Larrinaga for Manchester, 80,000 bus., S. S. Nubien for Liverpool, 120,000 bus., S. S. Orubian for Liverpool, 96,000 bus., S. S. Nirefs for Marseilles, 241,000 bus. and S. S. Treje Viken for Lisbon, 205,300 bus.

THE COMBINED CARGOES of the steamers Oostdijk and Procyon, which recently sailed from Portland, Me., for Rotterdam, amounted to 365,386 bus., the Oostdijk carrying 168,500 bus. and the Procyon 196,886 bus. of grain. The entire amount is for relief of the sufferers in war-stricken Belgium.

THE BRITISH SHIP ALICE A. LEIGH, last of the vessels chartered to load grain at a low figure arrived in Portland on March 10 to load a cargo for the United Kingdom. The quotation on similar tonnage now is in excess of 100s, but the Alice A. Leigh was chartered early in the season at the rate of 85s. The French bark Joinville and the English vessel Tridonia are under charter to load wheat.

MARCH GRAIN SHIPMENTS from Portland will break all previous records. Early this month 28 steamers were under charter to load grain cargoes during March, and shippers have been increasing the number, so that sailings have averaged about one vessel per day. Among the additional boats chartered are the Port Hunter and Atlantic in New York and the Clearpool, Dowlais, Francesca Seampa, Paddington, Reapwell, Isabram and Hendonhall, which are returning from foreign ports and expected within the month.

The following vessels cleared from Boston with grain recently for foreign ports: Alberto Treves for Naples, 168,642 bus. wheat; Gorbea Mendi for Certe, 216,632 bus. wheat; Hartland for Manchester, 270,577 bus. wheat; Twilight for Nice, 155,853 bus. wheat; Dominion for Liverpool, 64,000 bus. wheat; Manchester Hero for Manchester, 136,200 bus. wheat; Elenor Margarita for Piraeus, 130,997 bus. barley; Orion for Piraeus, 152,023 bus. wheat; Mar Negro for Huelva or Seville, 140,094 bus. wheat and Ganges for Marseilles, 230,000 bus. wheat.

Exchange Memberships Taxable.

The Supreme Court of the United States on Feb. 21 decided against the Minneapolis Chamber of Commerce and the Duluth Board of Trade in their suit against the state of Minnesota to restrain the collection of taxes on memberships in the exchanges.

The complaint, among other things, averred in substance that the Chamber of Commerce was incorporated under the laws of Minnesota; that it had no capital stock and transacted no business for profit; that it furnished buildings and equipment for its members, who, under its rules, transacted business with each other (for themselves and their customers) upon the trading floor which was in fact a grain exchange; that the property of the corporation had been fully taxed; that the memberships, in case of winding up, would have actually no value above the assets so taxed; that it had been the practical construction of the tax laws of the state that such memberships were not taxable; that the assessments in question had been laid under the head of "Moneys and Credits," and that they were excessive; that memberships in other associations were not taxed "although standing in a similar position;" that the members of the Chamber of Commerce were "unlawfully and prejudicially" discriminated against "by unequally assessing them," and that their property was taken "without due process of law, contrary to the state and Federal Constitutions;" that, unless restrained, the attempt to enforce the tax would result in a multiplicity of suits; that in the case of members residing outside of the city of Minneapolis, the certificates of membership were "kept at their respective residences" and such members did not "operate" upon the exchange personally except "at rare intervals," and that their use of such memberships was practically limited to benefits obtained "from having other members buy or sell grain for them as commission merchants" at one-half the "regular commission" by reason of "a privilege extended to the members under the rules."

The court held it is not to be doubted—giving full effect to all the allegations of the complaint—that the memberships, despite the restrictions of the rules, were property. See *Hyde v. Woods*, 94 U. S. 523, 525, 24 L. ed. 264, 265; *Sparhawk v. Yerkes*, 142 U. S. 1, 12, 35 L. ed. 915, 917, 12 Sup. Ct. Rep. 104; *Page v. Edmunds*, 187 U. S. 596, 604, 47 L. ed. 318, 322, 23 Sup. Ct. Rep. 200. As was said by the supreme court of the state with respect to memberships deemed to be essentially similar: "A membership has a use value and a buying and selling or market value. It is bought and sold. . . . There is a lien upon it for balances due members. . . . It passes by will or descent and by insolvency or bankruptcy. . . . It is true that there are certain restrictions in the own-

ership and use of a membership. These may increase or decrease its value, probably in the case of a board of trade membership greatly enhance it. They do not prevent its being property." 124 Minn. p. 401.

Of course, there is nothing in the Federal Constitution which prevents the memberships here involved from being taxed, and the question whether they were in fact taxable under the statutes of the state was a matter of local law with which we are not concerned. It was the province of the state court to determine what the terms of the taxing statute authorized, and it is for this court to say whether, in view of the operation of the statute, as thus defined, it overrides the Federal right which is claimed. *Clement Nat. Bank v. Vermont*, 231 U. S. 130, 134, 58 L. ed. 153, 155, 34 Sup. Ct. Rep. 31.

It is insisted that there was no legislative authority for an official listing of this kind of property, or for an official estimate of its value, and hence that there is no valid taxing scheme. But it is manifest that the state court, in holding the memberships to be embraced within the description of property subject to taxation under the statutes, also held that the statutory scheme, including the provision for listing and for official valuation, did apply to these memberships. See 124 Minn. pp. 404-406.

Complaint is made that in the present case the memberships were assessed under the head of "Moneys and Credits." But this is an administrative matter which does not touch the fundamentals contemplated by the 14th Amendment. If there was any error or irregularity in the particular application of the state statute in the case of the assessments in question, it was subject to correction according to the local practice.

There is no merit in the objection that there was a violation of the federal constitution thru what is called double taxation. The membership, as property, was distinct from the assets of the corporation.

The correct valuation of the membership was a matter for the taxing officials and we do not sit to review their judgment.

It was competent for the state to fix the situs of the memberships for the purpose of taxation, whether they were held by residents or non-residents, at the place within the state where the exchange was located.

With respect to discrimination, there is no tenable objection because of the exemption from taxation (if they were exempt) of the various organizations to which the plaintiffs in error refer—such as the "Associated Press, lodges, fraternal orders, churches, etc." The description itself suggests manifest distinctions which the state is entitled to observe in its taxing policy. —39 Sup. Ct. Rep. 265.

A RESOLUTION introduced in Congress by Representative Van Dyke of Minnesota regarding the effect of present ocean transportation rates upon the price of grain in the United States directs the Sec'y of Agriculture to make a report to Congress showing the "spread" between American and foreign prices on American grain, and between prices of this year and last; also giving estimates of the aggregate loss to American farmers during the crop year 1915-16 due to exorbitant ocean rates both as affecting surplus exported and the total farm income, including the value of crops on hand.—P.

Pacific Coast Gradually Adopting Elevators.

The grain trade of the Pacific Coast states is realizing more each year the great economy and convenience of handling grain in bulk, and consequently the piles of bagged grain so typical of the west, are growing smaller each season. The year 1915, however, was out of the ordinary in that farmers and ranchers were in good shape financially and determined to hold their wheat for a minimum price of \$1 per bushel. With elevator facilities still far from adequate it became necessary to create larger piles of bagged grain in the open than for several years. This has made apparent to the grain trade of that section the dire need for greater bulk storage capacity. The indiscriminate building of elevators to care for all of the surplus grain is not considered favorably by the western grain dealers, but those who have found from experience the great economy of bulk handling are advocating the use of medium sized elevators with large supplementary fireproof storage adjacent.

Until the opening of the Panama Canal it was practically impossible to export grain from the Pacific Coast to Europe without first bagging the grain. Bulk grain shifted in the holds and when dangerous lists resulted it was no easy matter to handle the vessel. Shipping grain around Cape Horn in bulk was a violation of the international navigation rules, as the hazards of shipping by that route were sufficiently numerous without the added danger of a "rolling" cargo. But when the Panama Canal was thrown open to grain shipments for Europe the possibilities of shifting cargoes were greatly lessened. The great waterway thus hastened the introduction of bulk grain handling plants in the Pacific coast states, and if storage facilities were provided at this time for the grain of farmers in a position to hold for higher prices, the disagreeable and expensive bagging practice would be a thing of the past.

The effect of the farmers' storing habit upon the grain trade is clearly shown in the illustrations printed herewith. The view showing the elevator in the background shows 55,000 bags of wheat with 2¾ bushels to each bag, stored at Withrow, Wash., by the Waterville Union Grain Co. Besides the grain piled in the open the company's elevator contains 50,000 bus., and the warehouses, adjacent to the elevator, have more than 100,000 bus. The company has more than 275,000 bus. of grain at its Withrow plant, most of which is No. 1 wheat.

Owing to the usual bad condition of the roads leading into Withrow during the winter, nearly all grain grown in



Warehouses of Union Grain Co., at Waterville, Wash., and Pile of 30,000 Bags of Wheat.

the vicinity of Withrow is rushed to the shipping point immediately after harvest, and held there instead of upon the farms. The town will handle about 1,000,000 bus. this shipping season, the business being divided among four grain companies.

The other illustration shows on the right the bagged grain held by the same company at Waterville, Wash., while to the left are the bulging warehouses. These warehouses were so close together that it was impossible to utilize the space between them for storage purposes. Instead 30,000 bags were piled across the approaches and roadway on the opposite side from the railroad siding, which is in back of the warehouses. This means more trucking and consequently a greater handling expense, but it was the only means of caring for the overflow. More than 500,000 bus., 95% of which is No. 1 Big Bend Blue Stem wheat, has been delivered to the four companies handling grain at Waterville by Feb. 15, 1916.

One rancher near Waterville last year planted 1,000 acres to wheat. Aided by fall plowing and summer fallowing his crop at harvest averaged 30 bus. to the acre, and every bushel is reported as grading No. 1. After retaining enough on the farm for domestic use and seed purposes this prosperous rancher dumped 27,000 bus. on Waterville to be held for his orders.

The Waterville Union Grain Co. operates the elevator and warehouses at Withrow shown in the engraving, and a similar plant at Supplee, Wash. A line of warehouses is operated at Waterville, Douglas and Alstown, Wash. These plants will handle 850,000 bus. this shipping year, but only about 10% of the quantity will be shipped in bulk. The two elevators of the company, in fact have been a losing proposition thus far owing to the reluctance of farmers to change from the bag to the more economical methods. But the company is optimistic, and having found the great convenience of the elevator and bulk handling, is hoping that the method will soon be in general use.

IN BUILDING GOOD ROADS Wayne County, Michigan, has set a pace for the country, having put down 125 miles of concrete road since 1906 when a \$2,000,000 bond issue for the purpose was granted the commissioners of the county, who claim that the assessed valuation of property in the county, outside of the city of Detroit, increased in the last 8 years as much as 82%, of which 35% is credited to road improvement, since the valuation of Detroit increased only 47.7%. The increase in county valuation above the rate of increase in the city was eleven times the cost of road work, or 100% in eight years on the total investment in improved roads.

Requisitioning Cancels Charter.

The first case to be decided by the United States courts growing out of the present European war has been decided by the U. S. District Court for the Southern District of New York, being a libel filed in admiralty by James Carruthers & Co., grain exporters of Montreal, against the steamer Athanasios, owned by N. D. Lykiardopulo.

The court held that the requisitioning of the vessel by the Greek government canceled the charter, and this will serve as a precedent for many similar cases that are arising.

On October 16, 1915, at New York, the Greek steamship Athanasios was chartered to James Carruthers & Co., a Canadian corporation, to carry a cargo of grain from a port in the United States to a port in Europe. The charter recited that it was between H. Clarkson & Co., agents for owners, and was signed by Bowring & Co., "as agent by cable authority of H. Clarkson & Co., London." Subsequently the words "H. Clarkson & Co., agents for" were deleted from the body of the charter, and the owner's name, N. D. Lykiardopulo, substituted. The words "H. Clarkson & Co., London," were also deleted after the signature of Bowring & Co., and the word "owners" substituted.

A printed clause was pasted on the charter providing: "The ship, in addition to any liberties expressed or implied herein, shall have the liberty to comply with any orders or directions as to departure, arrivals, routes, ports of call, stoppages or otherwise, howsoever given by his majesty's government or any department thereof, or by any committee or person having, under the terms of the war risks insurance on the ship, the right to give such orders or directions, and nothing done or not done by reason of such orders or directions shall be deemed a deviation." It was also provided in the body of the charter: "It is also mutually agreed that this contract shall be completed and be superseded by the signing of bills of lading on the same form as in use by regular line steamers from loading port to port of destination; or, if port of destination be one to which there is no regular line of steamers from loading port, this contract shall be superseded by the signing of bills of lading in the form customary for such voyages for grain cargoes, which bills of lading shall, however, contain the following clauses: (1) 'It is also mutually agreed that the carrier shall not be liable for loss or damage occasioned by * * * arrest and restraint of princes, rulers or people. * * *'"

The vessel arrived at the port of New York on October 29th. While the steamer was at New York, off the Statue of Liberty, the master was advised by the Greek consul general that the vessel had

been requisitioned by the Greek government under orders received from the Greek legation at Washington. In consequence of these orders the vessel did not load for the charterers. The charterer filed a libel against the steamer and against Bowring & Co., as agents for an unknown owner, and the vessel was seized by the marshal under process in rem.

The first of the actions above named was begun by filing the libel on November 1, 1915. Process in rem issued against the Athanasios, which was seized within the jurisdiction of the court, and is still in custody, with security demanded in the sum of \$75,000. Bowring & Co. appeared on November 9th, and on November 10th the answer of "Bowring & Co. and N. D. Lykiardopulo, claimant of the S. S. Athanasios," was filed. On November 10th the trial of the action was begun; motion to the effect having been made and granted on the ground that the ship was in custody and her claimant unable to give the security demanded.

Judge Hough said: The Athanasios has been in effect seized by the Greek consul, evidently much against the will of her owner and master. For this reason, both libels must be dismissed.

Considering the probability of other cases more or less similar arising during the present world war, attention is called to the fact that this libellant is a Canadian corporation asserting a right against a res presently used by the government of Greece. In my opinion there is no compulsion upon a court of admiralty to entertain such a suit, and it is advisable to decline jurisdiction for political reasons.

It may also be noted that, under existing treaties and what has hitherto been considered accepted international usage, it would be the duty certainly of the executive, and probably of the judicial, branch of the United States government to assist the consul general of Greece in carrying out the orders of his king in respect of the Athanasios, inasmuch as such orders in no wise interfere with the peace, order, or dignity, of the United States, however destructive they may be to a private contract between subjects of Greece and Great Britain.

This consideration would (even if the charter party had not contained the usual exemptions) result in denying process, either in rem or by attachment, against the steamship.

Vessel released, and libels dismissed, with one bill of costs.—228 Fed. Rep. 558.

THE FALL ACREAGE plowed in the United States and Canada is very small, and the time is too short to permit of a normal seeding on either side of the boundary. In Canada 30% of the usual acreage is plowed and the condition on this side of the line is hardly much better.—W. H. Ferrine & Co.



A Pile of 55,000 Bags of Wheat at Withrow, Wash., held by Union Grain Co., for Farmers.

Seeds

THE WETSEL SEED CO., Inc., has succeeded the D. M. Wetzel's Son Seed Co. at Harrisonburg, Va.

PEORIA and Louisville distillers recently bot 350,000 bus. kafir corn for the manufacture of alcohol.

ROFF, OKLA.—W. T. Gibens and Ed Bunyard have opened the Denison Elvtr. and will do a general seed business.

KEOKUK, IA.—The Gate City Seed Co. has made plans to erect a new building to replace the one recently destroyed by fire.

COZAD, NEB., Mar. 16.—The farmers here are anxious to get seed corn at from \$1.00 to \$1.50 per bushel.—W. G. Adams, agt., Omaha Elvtr. Co.

THE ILLINOIS SEED CO. will build a new seed plant in the near future on the B. & O. tracks, Chicago. A site 393 by 126 feet has been bot for the purpose.

NEW YORK RECEIVED during February 905,000 bus. of flaxseed, 937 bags of clover seed, and shipped 1,693 bags of clover seed and 2,499 bags of timothy seed.

PEORIA RECEIVED 120,000 lbs. of seeds in February, compared with 90,000 lbs. received for the month last year. Shipments for February 1916 were 6,000 lbs.

THE MONMOUTH SEED CO., Monmouth, N. J., has been organized by R. V. and John K. Crine of Morganville and Samuel D. Jones of New York with a capital of \$100,000.

LAKIN, KAN., Mar. 8.—I have just completed a new warehouse 50x28 feet with concrete basement for field seeds. We are having a good run on all kinds of field seeds this spring, feterita, milo maize, kafir, millet, cane seed, alfalfa, sweet clover and seed corn.—C. H. Waterman.

A JUDGMENT for \$15,000 damages and a restraining order has been asked for by Chas. D. Ross and Alfred F. Chesheir in the Circuit Court at Louisville, Ky., against Wm. Ross, a partner in the Ross Seed Co., to prohibit him from using the name Will Ross in the seed business, also from soliciting directly or indirectly any of the trade of the Ross Seed Co., from which the defendant recently retired.

A PURE SEED BILL in the Kentucky legislature is causing concern among seed dealers and growers, as it is said to be very drastic in its measures, including all classes of agricultural seeds, and compelling the jobber to show his analysis on a tag to be attached to each sack sold. A number of Louisville seed houses have private testing departments and others are preparing to establish such departments. Seed jobbers claim that it will be impossible to fulfill the requirements of the law to the letter.

TOLEDO, O.—The big stock of prime clover seed here is intact and more has been added to it at good premiums. The paying of these premiums would indicate the seed is in strong hands and they mean to stick until the demand does come. Why shouldn't it come? Whoever heard of a season that Toledo didn't get into it in the spring with both feet? High prices and big premiums all winter attracted the best seed of the world to this market, and possibly most of the outside markets have been sucked dry. Big fel-

lows are still standing pat and have the goods. If demand comes in sufficient volume and carries far enough they can dictate their own price as nobody else has the quality seed of any consequence outside of Toledo. Shipments have been small and discouraged some but you can't plant seed on the ice. Sunshine and warm rains should start the ball rolling and test out the theory that we have only enough to go around. Break has been severe enough to satisfy the most rampant bear, and, while speaking of bears, we can't find one on our books.—J. F. Zahm & Co.

SUDAN GRASS is unduly exploited according to C. G. Williams, agronomist at the Ohio Experiment Station. This annual grass was introduced into the United States from Africa in 1909, and has found its chief adaptation in southern and western states where suitable hay plants like timothy, clover and alfalfa cannot thrive. In Ohio, however, it occupies a position similar to that of sorghum and millet. While Sudan grass does well on most soils, it requires a well-prepared seed bed and moderately dry weather, because it is easily killed by weeds. For this reason the crop is often grown in rows 30 to 36 inches apart and cultivated like corn. From three to six pounds will seed an acre in this way, but for hay Sudan grass is best drilled solid at the rate of 25 to 30 pounds of seed to the acre. Figures given in the March Monthly Bulletin of the Station show that this crop has yielded more than four tons of hay to the acre, but it is coarse and low in feeding value. On this account Mr. Williams has suggested that farmers in Ohio will do well to grow the ordinary hay crops.

From the Seed Trade.

LONDON, ENG., Feb. 28.—The adverse weather has affected the demand for agricultural seeds. There is still great delay in transport. The clover markets remain unchanged; also grass seeds. Mustard, rape and thousand headed kale are inclined dearer.—C. W. Le May & Co.

ANTLERS, OKLA., Mar. 17. This section of the country is giving grasses and clovers increased attention. No small grain raised here except oats. I believe the general seed demand will be larger. Alfalfa seed is not so plentiful and prices range considerably higher than last year. The southeastern part of Oklahoma is just finding out that it can raise any grass or clover that grows well in Missouri.—James L. Admire.

TOLEDO, O., Mar. 18.—Clover seed, like wheat, suffered a severe attack of liquidation. There has been a slight recovery this week. Patient needs Springlike weather for a tonic. Providence has been unkind to the bulls. Most war bulls have deserted. Watchful waiting made them weary. Short crop attracted general speculation. It made high prices early in the season. This caused the Far West to move nearly all of their crop early. Prices attracted rather large imports from France and Italy. Some was desirable but some joined McGinty at the bottom of the sea. Importers have flooded the country with offers of foreign seed and have marketed nearly all they have received and some which may come later if not torpedoed en route. Toledo has attracted nearly all the good seed in the country. It is here in strong hands and not on the bargain counter. Prices are low compared with early in the season. Local dealers have very

small stocks but are long futures at higher prices. They will take pleasure in advancing prices if the cash demand encourages them. There are still some scattered longs also some seed dealers who will want the seed soon as delivered. Hedgers are the principal shorts. They will buy when cash demand becomes larger.—C. A. King & Co.

GRAND RAPIDS, MICH., Mar. 16.—We think the high price of grain is not going to have any effect on the demand for grass seed and other agricultural seeds. We look for a good trade in our section of the country as soon as the weather turns warm. The demand for clover and other grass seed has been light on account of the cold weather. Some dealers get a little anxious and reduce prices in order to see their seed move, but we think the first few days of spring will see prices on seed firm and the demand good. There are no surplus stocks of high-grade seed that we know of. We do not look for any special demand for any particular kind of seed but believe there will be a good demand for all kinds of seed as soon as weather conditions become normal.—Alfred J. Brown Seed Co.

TOLEDO, O.—The most marked feature of the season is the late demand for clover this year. Nearby dealers are late buyers. At high prices they do not invest until absolutely necessary. Some eastern trade has preferred European seed. Imports have kept up liberally. March imports are heavier than predicted by some dealers. Stocks have kept on increasing until now. They may now decrease. March decreases are usually very liberal. Cash seed is at a premium and deliveries on March contracts will be deferred until the last moment. April seed is at \$2 discount under March, which is a record discount, as April seed usually makes an advance during April. Last year it was 20c. In 1913 it was \$2.05. The liberal discount this season represents liberal carry-over. The customary April advance is due to the late spring demand.—Southworth & Co.

DES MOINES, IA., Mar. 17. There is a greater acreage of grass in Iowa this year than for several seasons, a condition true of the middle western states generally, which is due to the fact that 90% of the planters of grass seed were successful last year, whereas in ordinary years not more than 50% of grass seed sown secure a stand and make sufficient growth to be of value. Because of the heavy acreage at present, there will be less seeding done. There has not been so much distribution direct to the farmer as for the last three or four years and it is probably this lack of distribution that is causing the downward tendency of the present market. There is a short supply of clover and grasses with the possible exception of blue grass when compared with the normal production, but the decreasing demand, in the judgment of the writer, leaves the stocks of seed ample for the spring seeding and the chances are that there will be some "carry over" after sowing is past. Demand is good for seed grain. This not only includes the seed corn of which there is a scarcity, but also includes oats and wheat and we think this demand is caused by inferior quality in the grain produced last season. Sudan grass is a coming crop and will be used more freely this year than in former seasons, but we do not expect the demand to be unusual or extremely heavy.—E. T. Peirce, Iowa Seed Co.

Finding Suitable Seed Corn.

The scarcity of seed corn in northern Illinois and Iowa, and the high price commanded by that which is available, has created an opportunity for the dumping of much corn into those sections which is not adaptable to the climate and soil. One lot of 30 carloads was recently shipped to northern Illinois from Colorado to be sold at \$2 per bushel. That extremely low price, and the fact that it actually germinates over 90%, is a tempting inducement to grain dealers, whose stocks are depleted. But germinating in a warm, even temperature is no criterion of a seed's performance if planted in a climate different from that where it was grown, and for that reason the grain dealer working for the best interests of his farmer patrons should insist upon a written guarantee with the seed he purchases.

Instead of shipping a western or southern variety of corn into those sections where the crop failed last year, the responsible seed dealers spend a great deal of time and money to find just the right strain. For instance Funk Bros. have been experimenting with a corn for northern Illinois for 18 years, and are still able to make a noticeable improvement each year in the quality of the seed. The corn is first selected from the highest yielding strains of the varieties best adapted to the locality where wanted. It is selected from the stalk, not from a wagon box or crib, is dried in a special manner to insure a vigorous growth, and after the butt and tip are removed the kernels are screened from four to eight times to obtain uniformity and eliminate cracked grain.

Funk Bros., seed growers, who operate their own farms, gather the seed corn only from plots which are yielding 90 bushels or more to the acre. The men sent into the fields for the seed harvest gather ears only from those hills which bear two or three healthy stalks, as it is nothing out of the ordinary to find perfect ears when only one stalk is taking all of the nourishment from a hill. The stalk must stand erect, indicating that it is able to withstand the wind, and the ears must be of a uniform height from the ground. Besides all of these instructions, which must be observed, it is important that the ear hang on the stalk with the tassel downward so that any moisture falling upon the husk will drain off instead of finding its way into the kernels.

In 1892 Funk Bros. had only five ears of a variety of corn which was considered adaptable to a climate such as prevails in northern Illinois. By patient selection and breeding the progeny of these champion dams now amounts to many thousands of bushels annually, but the careful work of selecting, testing and eliminating still goes on, with the result that the variety is improved each year.

As the seed ears are brot in from the fields they are carefully packed and dried, a 30-h.p. fan forcing heated air thru the crates until the moisture content is reduced to 15% or lower. The next step is testing for germination. Five kernels are carefully plucked from different parts of each ear and placed within a square, marked upon a large piece of linen. The cloth is divided into fifty squares, and rests upon moist sawdust. When each square is filled with its five kernels another piece of moist cloth is placed over the seeds and a heavy piece of wet burlap is placed over the whole. The ears from which the kernels

were taken are placed in crates and each ear is numbered to correspond with the small square holding the kernels. When a week has gone by the kernels are uncovered and the crates opened. One man calls out the number of vigorous sprouts within each square on the linen and another man, working at the crates, throws out those ears from which all five kernels did not germinate. Seven men are steadily employed in this one department. It is important to keep the large room where the testing for germination is carried on, at an even, warm temperature, and 19 tons of coal are used each winter to keep it at 90 degrees.

But this test for germination proves only that every ear set aside for seed purposes will grow if the temperature and soil are favorable. Dealers who are offered cheap seed corn should not place too much faith in the value of such a test, because the seed when planted, will not encounter the favorable conditions offered by the germination tester. The origin of the corn itself should be carefully ascertained, together with some of the characteristics of the variety. If handled in the ear the farmer naturally has the responsibility of butting and tipping. For the sake of supposed economy it often happens that he does not remove enough of the undersized kernels from the tip, or that he leaves a number of blunt kernels on the butt of each ear. While these show just as much vitality as the uniform seeds the small kernels drop through the planter too freely while the others remain within the machine blocking the free passage of the other kernels. For this reason it would seem that shelled seed corn, if obtained from a reliable source, were better for both farmer and grain dealer.

Many seed houses have recognized the value of sizing the kernels for the trade and are specializing in shelled seed corn. It is necessary first to tip and butt the ears, 20% of the kernels from each ear being eliminated. The remaining kernels, after passing thru the sheller are screened, while the kernels from the butts and tips are sold as ordinary grain or ground for feeding purposes. One screening of the seed grain removes those kernels which might clog the planter, a second and third screening eliminates the cracked and small seed, and subsequent trips over different screens obtain in the end a selection of kernels so uniform in

size that there is not 1/64-inch variation in their size.

Of course it is a matter of no small expense to obtain seed corn in this way; the price of the seed when finally ready for market is ordinarily more than twice as much as that asked for the foreign seed now offered to northern Illinois dealers. To keep the farmer's patronage it is necessary this year to depend not only upon the germination test, but to investigate just as carefully the origin of the corn to be used as seed. Any which was grown in a warmer or drier atmosphere from where it is to be planted will be so late in maturing that it may be nipped by the frost before it matures, and should be refused by the grain dealer who is really trying to build up his community.

Wheat Weeds Injurious to Flour.

Kinghead (*Ambrosia trifida*) shown at E in the engraving herewith is an annual weed belonging to the ragweed family, which grows very rank, from 3 to 15 feet high, in moist soil. Consequently, it is found more frequently and much more abundantly in river valleys and in sections where the ground lies low and where there is a good supply of moisture than in well-drained areas or sections with a light rainfall. According to Britton and Brown, this weed is widely distributed over the United States. However, it seems to be a greater pest in the Northwest, especially in Minnesota, North Dakota and South Dakota, than in the other wheat-producing states.

On account of its shape and size this seed, like corn cockle, is difficult to clean out of the wheat. One means of removing it, in addition to the regular grain-cleaning machinery commonly found in mills, is that of floating it out with wheat washers, specially devised machines for cleaning smutty wheat. Since installing this equipment is expensive, few mills have such facilities, and they must depend on the ordinary grain cleaners, which remove but a small percentage of the kinghead seed, often present in quantities as high as 3 or 4 per cent. Unless wheat that contains large amounts of kinghead seed is mixed with a sufficient quantity of clean wheat to reduce the percentage of kinghead to a minimum, the flour produced will be of inferior quality. Such flour contains black specks, which injuriously affect the



Grains of Rye (A) and Wheat (B); Seeds of Corn Cockle (C), Hairy Vetch (D), Kinghead (E), and Wild Vetch (F). Natural Size.—Bulletin 328, U. S. Dept. of Agriculture.

quality of the bread both in color and texture.

Wild vetch (*Vicia angustifolia*) is a narrow-leaved species, closely related to common vetch, and is an annual weed growing about 1 to 2 feet high in fields and waste places. The seed is nearly round, black or dark brown in color, and, as a rule, fully as large as corn-cockle seed. For this reason it is difficult to separate it from wheat, and when present in appreciable quantities it lowers the grade and reduces the price given for the wheat. Although this weed is neither so prevalent nor so abundant as corn cockle, yet in some localities, especially in sections producing spring wheat, it is found in such amounts as to be a pest.

The deleterious effects of rye in wheat are less pronounced than those of corn cockle, kinghead, or vetch seed. If present in wheat in amounts as high as 2 per cent or more, rye lowers the quality of the bread.

Corn cockle seems to have exceedingly injurious effects on the volume, color, and texture of the loaf, and when present in amounts of 3 per cent or more reduces the percentage of water absorption of the flour.

Corn-cockle seed is a more objectionable impurity in wheat than rye, kinghead, or wild vetch, since it contains a poisonous element known as saponin, or sapotoxin, the presence of which is very undesirable in flour or bread.

The Manufacture of Glucose.

The glucose industry contributes in no small measure to the consumption of corn, potatoes and wheat flour, the materials chiefly used in the manufacture of this product, corn being by far the most important. A preliminary statement of the general results of the 1914 census of manufactures for the glucose and starch industries just issued by the Bureau of Census of the Dep't of Commerce comparing values and quantities of the principal materials used and values of the various products manufactured with the census of 1909 shows the consumption of materials and the value of the annual production.

Reports received from 89 establishments showed a consumption of 2,488,792,405 lbs. of corn; compared with 2,240,508,915 lbs. in 1909, the increase being 11.1%. The cost of the corn increased from \$26,674,779 in 1909 to \$30,207,562 in 1914, or 13.2%. The consumption of potatoes in 1914 was 169,878,784 pounds, as compared with 210,608,127 pounds in 1909, the decrease being 19.3%. The quantity of wheat flour used decreased from 19,545,824 pounds in 1909 to 14,198,049 pounds in 1914, or 27.4%.

The output of grape sugar increased from 159,060,478 pounds, with a value of \$3,620,816 in 1909 to 174,368,818 pounds, valued at \$3,765,515, in 1914, or 9.6% in quantity and 4% in value. The quantity of corn oil produced increased from 8,164,175 gallons in 1909 to 8,861,579 gallons in 1914, or 8.5%, and the value increased from \$2,802,768 to \$3,693,163, or 31.8%. The value of stock feed produced increased from \$6,013,968 in 1909 to \$6,690,412 in 1914, or 11.2%.

The total quantity of glucose manufactured during 1914 was 847,180,968 lbs. the census report for 1909 gives the quantity for that year as 769,660,210 lbs. There was a decrease in the production of all kinds of starch, but the reports of the 89 establishments operating glucose or starch factories showed products for 1914 valued at \$51,676,653. At the census

of 1909 there were 118 establishments with products valued at \$48,799,311. The value of the annual production, therefore, has increased by \$2,877,342, or 5.9%.

Of the 89 factories in 1914, there were 51 in Maine, 7 in Minnesota, 5 in Illinois, 4 in Massachusetts, 3 each in Connecticut, Indiana, and Iowa, 2 each in New York, and Ohio, and 1 each in California, Florida, Maryland, Michigan, Missouri, Nebraska, New Jersey, Pennsylvania and Wisconsin.

War Affecting the Grain Trade.

THE ITALIAN GOVERNMENT has decided to requisition German ships in Italian ports.

WAR RISK insurance rates to Sweden were advanced 2% Mar. 21 on account of rumors of an impending naval battle.

THE ROUMANIAN GOV'T has seized 50,000 carloads of cereals, part of a shipment of 100,000 carloads sold to Germany, for use of its own army.

THE FEDERAL CABINET of Australia, under war powers, has fixed the price of flour thruout Australia at £11 8/ a ton, and that of four-pound loaves of bread at 6½d.

AN EXPORT TAX has been imposed on jute cloth and jute by the British Indian Gov't. The duty on jute is 21s 3d a ton on hessians, 13s 4d a ton on sacking and 17s 6d a ton on jute.

THE BRAZILIAN GOV'T has seized 44 German merchantmen which have been interned in Brazilian ports since the outbreak of the European war. This rumor was followed closely by a denial.

OCEAN FREIGHTS have decreased during the last week. From Argentina the rate on wheat has declined 17s per ton or about 11c per bu. The open freight market is showing an easier tone, with a decline of 2½c per bu. in cargo rates from New York.

THE EUROPEAN WAR has taken from the seas more than 2,000 merchant vessels of nearly 4,000,000 tonnage. Germany heads the list of losers with 600 ships sunk, captured or detained. Great Britain lost 500 and her allies 167 ships, Austria 80 and Turkey 124. There were 92 neutral vessels submarined, and 94 sunk by mines, while 23 have been damaged by submarines.

SEVERAL CONSIGNMENTS of oats sent to Europe from the United States are said to have contained little pieces of steel shaped and colored like oats, which would mean certain death to a horse swallowing them. British cavalrymen have been ordered to examine carefully every bushel of oats received before feeding to their horses.

OTTAWA, CAN., March 8.—Sir John Foster brot out in the Commons to-day that the British Gov't thru the Sec'y for the Colonies, cabled on Nov. 23 asking the Gov't here to purchase "a large quantity of wheat, delivery to begin in December." Nothing was said about confiscation and this method of securing the grain was adopted solely on the responsibility of the Canadian authorities.

WHEAT SEEDING in Western Canada will be materially aided by a recent order of the military authorities granting leave of absence of one month to non-commissioned officers and men in training in the west to go out on the farms during seeding time, with full pay. About 27,000 men, now in training, will thus be available for the provinces of Manitoba and Saskatchewan, and Alberta will be taken care of by units farther west.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. & A. Sup. 44 to 1604-A gives local and joint freight rates on grain and grain products, carloads, between stations on the C. & A. lines, effective Apr. 14.

Western Trunk Lines in Sups. No. 13 and No. A to Circulars 1-L and 1-M gives rules, regulations and exceptions to classifications governing tariffs of these lines.

C. & E. I. Sup. 2 to 7575 quotes local, joint and proportional rates on grain, grain products, broom corn and seeds between stations on the C. & E. I., effective Apr. 10.

C. I. & L. Sup. No. 11 to 5577 gives rates on grain and grain products in carloads from stations on the C. I. & L. and C. & W. Rys. to eastern points and Canada, effective Apr. 15.

L. A. Lowrey's Sup. No. 22 to 21-F suspends until Apr. 30 the joint tariff applying on loaded cars between industries with individual or private side tracks and points in the Chicago district.

C. R. I. & P. Sup. No. 22 to 19687-G quotes joint and proportional rates on grain, grain products, seeds, hay and broom corn between stations on the Rock Island lines, effective Apr. 15.

C. G. W. Sup. 21 to 33-B gives joint and proportional freight rates on grain, grain products and flaxseed in carloads from Minnesota and Iowa points to Mississippi Valley and Gulf points, effective May 1.

C. G. W. Sup. No. 11 to 93-A is a joint proportional tariff on flour and grain products in carloads, between stations in Iowa, Kansas, Missouri and Nebraska and Indiana, Kentucky and Ohio points, effective May 1.

C. G. W. Sup. No. 21 to 14595 is a joint freight tariff applying on commodities between Chicago and stations on the C. G. W. Ry. and Hanover Ry. in Illinois and stations on the Wabash Ry. in Iowa and Missouri, effective Apr. 23.

C. I. & L. Sup. No. 7 to 5789 in connection with C. & O. and C. & W. Rys. gives joint and proportional freight rates applying on grain in carloads from stations on the C. I. & L. and C. & W. Rys. to Virginia common points, via Louisville, Ky., only, effective Apr. 10.

L. A. Lowry, Agt., in Sup. No. 3 to 20-G gives terminal charges, rules and regulations from or to points within the Chicago district on out-bound and in-bound freight traffic; also rules governing intermediate service on freight passing thru the Chicago district, effective Apr. 24.

C. & E. I. in Sup. No. 3 to 622-C gives local, joint and proportional rates on grain and grain products, also corn cobs, broom corn and seeds from stations on the Chicago & Eastern Illinois and Evansville & Indianapolis R. R. to various points in the United States and Canada, effective Apr. 25.

Wabash quotes a rate of 15c on wheat, barley, corn, oats and rye from Danville, Ill.; to Minneapolis and St. Paul, Minn.; also a proportional rate of 14c on grain products taking same rates as wheat, barley, corn and oats, also oil meal, oil cake and starch, from East St. Louis, Ill., and St. Louis, Mo.; to Minneapolis and St. Paul, Minn., effective Apr. 25.

Frisco quotes a rate of 23c on wheat, 19c on corn and linseed meal, and 25c on hemp seed, millet and flaxseed between Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., and stations taking same rates; and Freeman, Berryville, Grand View, Tunnell, Cisco, Urbanette and Green Forest, Ark.; also a rate of 20c on wheat, hemp seed, millet and flaxseed, and 18c on corn and linseed meal between same points; and Gaskins, Junction, and Eureka Springs, Ark., effective Apr. 22.

THE RECENT SHORTAGE OF BREAD in Germany has caused the military authorities to forbid the production of all cakes between March 13 and March 19, inclusive, made of white or potato flour. This step was taken on the complaint of many bakers that other bakers who are not short of flour were using it to bake cakes with rather than bread. The shortage is due to unequal distribution, which is expected to be remedied in a week.

WHEAT MERCHANTS of Barcelona are urging the Spanish Gov't to secure as soon as possible 200,000 tons of wheat, as millers in the neighborhood of Barcelona require 119,000 tons for their customers. The cost of this amount of wheat, however, is more than wheat merchants themselves can advance so an appeal is made to have the sum advanced from the public treasury. At present foreign wheat is quoted at the equivalent of \$3.55 per 100 lbs., exclusive of port charges and unloading, and domestic wheat at \$3.31, loaded at railway station.

THE SEIZURE of all wheat stocks in Spain and the resale of grain at fair prices has been ordered by the Spanish Gov't to allay the agitation in various parts of the country due to the rising cost of living. Regulations have also been put into effect in regard to the importation of wheat and with respect to freight charges, in order to lessen the cost of delivery. A commission for this purpose was created by a royal decree of March 3 with power to requisition Spanish ships totaling 100,000 tons, fix rates for the importation of wheat and establish maximum prices.

THE EXPERIENCE of the war has resulted in the combination in Germany of the grain trade and all branches of the milling trade, with the express purpose of protecting the trade interests when the time comes for reverting to it the bread supply of Germany. It is at present quite impossible to measure the influence such an organization will ultimately wield, but it is in a sense symptomatic that already there is an agitation for the prohibition of grain option markets to be withdrawn. One of the chief arguments for such a course to be followed is that only a futures market favors the accumulation of large stocks.

THE MAINTENANCE of corn prices is probably more on speculative theories than actual demand from consumers—and we doubt if the market is going to show much more independent strength if wheat values are going to tend lower.—J. A. Edwards & Co.

WHEAT ARRIVING AT KARACHI, India, in the period from August, 1914, to July, 1915, was 850,000 tons; against 630,000 tons in the corresponding period in 1913-1914. The figures for Bombay are 202,000 tons; against 175,000 tons and for Calcutta, 220,000 tons; against 194,000 tons. Shipments from the Central Provinces and Berar to Calcutta and from the Central Provinces, Rajputana, and Central India to Bombay declined, but shipments from the United Provinces and the Punjab to Calcutta and from the United Provinces, the Punjab, and the Bombay Presidency to Bombay made up the deficit. Karachi received from the Punjab, the United Provinces, Sind, and British Baluchistan more than 200,000 tons more wheat during the period of August to July, 1914-15, than in the corresponding period the preceding year.—Consul James Oliver Lang, Karachi.

H. B. Simmons Re-elected.

Harry B. Simmons was re-elected to the presidency of the Detroit Board of Trade on Mar. 7, following the close of the best financial year that market has enjoyed in a decade. After the election a luncheon was tendered the Board of Trade members by the president, and all enjoyed the festivity. The successful administration of the season 1915-16 was greatly appreciated by Mr. Simmons' fellow members, and a continuation of the "Simmons Service" for another year was their method of expressing approval.

Mr. Simmons' connection with the grain trade at Detroit dates back 18 years. His first duties were to go out with the grain inspectors each morning at 7 o'clock, regardless of weather. But the long hours and hard work provided an excellent fundamental knowledge for the subsequent business career. Mr. Simmons' father obtained his introduction to the grain trade in the same manner, prospered in business, and was elected president of the Board of Trade. Just 20 years later his son, with practically the same experience, was honored in the same way.

The golden rule policy has always appealed strongly to Mr. Simmons, of whom a recent portrait is reproduced herewith. He is also a strong believer in the value of having details well done and letters well written. In communicating with his shippers he tries to "get inside the envelope and seal the flap." Then when the envelope is opened, he is right on the ground to tell the shipper in detail just what he wants to know, leaving no question unanswered.

The word "Service" was adopted by F. J. Simmons & Co., nearly 40 years



H. B. Simmons, Detroit, Mich., President Board of Trade.

ago, when shippers of grain would journey to Detroit to see how inspection was accomplished. They invariably found, with the inspectors, "a young man named Simmons." This form of service is still a strong point with Harry B. Simmons, and tho he no longer has time to personally see the grain on track, he devotes much of his time on the exchange floor to giving the trade the best service obtainable. This strong faith in the value of personal element is expected to give the Detroit Board of Trade, under the leadership of Mr. Simmons, another year of prosperity and growth.

Busy Season on the Great Lakes.

The coming season of navigation on the Great Lakes promises to be one of the busiest in years on account of the great quantity of ore and Canadian grain to be moved.

Grain shippers will play a minor part in the trade, as the ore shippers have contracted for most of the big boats and the ore movement is expected to be the heaviest on record. Already 3¼c is being bid for space for corn from Chicago to Buffalo or Port Colborne, with prompt unloading guaranteed. Wheat from Fort William to Buffalo at 5½c is being refused by vesselmen, when the grain men do not guarantee quick despatch. In April last year a big boat that had wintered at Fort William accepted 1¼c on wheat to Buffalo.

Navigation will open as early as ice conditions permit, and traffic has started on Lake Michigan. Last year navigation at Fort William officially opened April 19, and the first boats cleared with corn from Milwaukee for Buffalo April 17.

The car shortage at Buffalo and lower lake ports is expected to delay the unloading of vessels during May, as it has all winter. On Dec. 18 boats tied up at Buffalo held the maximum quantity of wheat, 13,000,000 bus. By March 1 this had been reduced to 7,000,000 bus., and by pushing the work to 4,500,000 on March 18. Prospects are that all boats will be unloaded by April 1, before the opening of navigation; but there will be an immediate flood of grain from Chicago, Duluth and Fort William in boats that wintered at those ports. Chicago has 663,000 bus. corn afloat, Duluth 758,000 bus. wheat and Fort William much more. Chicago and Duluth have 37,000,000 bus. grain in store and the big stocks at the Canadian head of the lakes add much to the amount ready for shipment.

Lake shipyards have their output of new boats contracted to full capacity for delivery in 1916 and 1917. In 1903 lake shipyards built 42 bulk freighters, and 40 in 1907, but the number built fell off each year to a single vessel of this type launched in 1915. Lake yards now have under construction as reported by the *Marine Review* 55 boats of more than 100 tons gross; 22 of these are bulk freighters. All of the new vessels ordered this year are 600 ft. in length. While these freighters are built primarily for the ore trade they are bulk carriers and for that reason are available for the grain trade.

Lake yards are building 16 vessels for ocean service, most of them as large as will pass thru the Welland Canal, 253 ft. length and 43 ft. beam.

CHAS. KENNEDY of Buffalo, who was elected third vice pres. of the Council of Grain Exchanges at the January meeting, finds he will be unable to serve and has resigned.

Is Bookkeeping at Elevator Worth While?

BY J. M. ANDERSON.

The traveling representative of a Chicago receiver, who has great faith in the value of books and accounting, is frequently horrified at the disregard shown this important subject by the elevator operators of his territory. Upon his last return from the road he reported finding records of shipments hurriedly penciled upon pieces of scratch paper, these scraps being often lost or mislaid. The shipper's good memory was the only insurance against a possible loss of the entire shipment. When the folly of taking such chances was brot to the shipper's attention he frankly admitted that he knew very little about "figgers," and even less about bookkeeping, for which reason he had adopted the crude method of notations on slips.

Another shipper, on a recent visit to Chicago, was surprised when informed of a good sized credit to his account on the books of a receiver. He treated extensively from what he was pleased to call "this velvet" money. But the credit was grossly misnamed. It was the shipper's property in every sense, even tho it was merely the honesty of the receiver which turned to a gain what might have resulted in a total loss. How many shippers of this type have been as fortunate as this one it is hard to estimate, but nearly all will recall where some similar co-operation has been given by the receiver.

Many other instances of lax methods might be mentioned, but one which is typical of a number occurred several years ago in Iowa. The shipper in question was apparently prosperous, and had a short time before taken over the business of a competitor. Shortly after the consolidation one of his ass'n friends had occasion to call at the office, and at a glance noticed the lack of both bookkeeper and books. This was called to the attention of the dealer, and his explanation was evasive in the extreme. He did not bother obtaining weights of grain he bot because he was required to accept town scale weights or show them to be wrong. Each kind of grain was elevated to a bin and spouted to a car without weighing. When the bin was emptied into a car the city scale tickets were pinned to a copy of the B/L and placed upon a certain nail in the wall. As returns came in the corresponding tickets were removed and thrown away, and the transaction closed, details were promptly forgotten. Explanatory notes relating to shortages or claims were written on the wall near the ticket nail until a space three feet square had been carefully filled. Then the record had been transferred to a nearby wooden shelf. "The system is a little crude," he apologized, "but it saves me a lot of unnecessary work. No, my family doesn't know anything about the weight tickets or the meaning of the hieroglyphics, but I'm not expecting to die off in a hurry, so it will be all right. It happened that within a very few months this veteran of the trade was dead and buried. Presumably everything was "all right"—there was no way of proving otherwise. But he died a poor man after being for many years in the elevator business.

The fact that these conditions exist in the trade is so well known as to need no further comment. The reason back of the disregard of books is always the same—a lack of bookkeeping knowledge

and the hazy idea that to acquire such knowledge would mean a "waste" of much valuable time which otherwise might be advantageously spent at the elevator. Everyone realizes that the simplest set of books, if accurately kept, is an asset to any business, and especially is this realized by the man who tried to obtain a good sized loan at the banks.

If the dealer who is now without a good set of books would investigate he would find that very few books were required to keep an accurate account of all business transacted, and these need but very little study. The columns of the grain books obtainable now are practically self-explanatory, and any seemingly difficult entries are easily mastered in one evening's time. It would not even be necessary to open all of the books in the new set at the same time. A step in the right direction would be to ascertain what book was the most needed, and start with a study of it. If it were decided that one of the books of original entry, for instance a record of wagonloads received, would add to the convenience of keeping tab on future transactions, such a book could be obtained from any one of a dozen sources and the new system inaugurated with just the one book. To this others could be added from time to time as their uses were thoroly understood. The better way, of course, would be to open all simultaneously, but without some knowledge of books the other method is advisable.

Naming of Steamer Does Not Modify Contract for Vessel Room.

On the second appeal the Court of Appeals of Maryland has decided in favor of plaintiff John T. Fahey against defendant Furness, Withy & Co., for damages growing out of engagements for space made in September, 1911, for grain from Baltimore to Leith.

The contract was an open one, that could have been satisfied by sending any ship of the line.

Dec. 2, 1911, the agents of Furness, Withy & Co. wrote Mr. Fahey: "We beg to name steamer 'Amana' expected to sail for Leith Dec. 27 for 3,000 quarters of grain. Engagement of Sept. 21, for 3,000 qrs., contract No. 59."

On this notification the shipper endorsed:

"O. K. John T. Fahey & Co."

Defendant alleged that naming of vessel and such assent by charterer had the effect of modifying the contract so as to substitute a particular ship; but the jury and the court found from the parol evidence introduced that plaintiff in putting his O. K. on the notification did not understand that he was limiting himself to loading on the Amana, and as there was no meeting of minds the original contract was not modified.—96 *Atl. Rep.* 670.

RAILROADS are still erecting monuments. Pennsylvania Railroad has let contracts for a new \$9,000,000 hotel in New York. They will erect it opposite their elegant passenger Station, which is a grand monument. New York Central has made a go of the Biltmore. They had a good location. Too bad the \$9,000,000 were not invested in grain elevators and freight terminals at the seaboard, here and elsewhere. Let private capital provide the hotels and amusements. Help business. Extravagance prevails. The interest on the monuments must be paid by the freights.—C. A. King & Co.

Portland Inspector Dead.

Robert Sharpe, who has been chief grain inspector for Portland, Me., since 1901, died at the Maine General Hospital in that city March 7, following a surgical operation for acute appendicitis.

Mr. Sharpe, who was 71 years old, was born in Rawdon, Province of Quebec, where he spent his early youth. At 21 he went to Montreal, entering the employ of Crane & Baird, and was their superintendent and private inspector after they entered the export trade. He also superintended for Carruthers & Co., as well as for the principal firms of Toronto, Chicago, New York and Duluth.

Just fifteen years ago when the Portland Board of Trade and Chamber of Commerce created the office of official grain inspector for Portland, it selected Robert Sharpe to fill the position, as he was at that time recognized as one of the best judges of Canadian and American wheat in the country. Since 1901 Mr. Sharpe has made his headquarters at Portland, and with the co-operation of the Board of Trade and grain shippers he has contributed greatly towards making Portland an exporting port of considerable importance.

Work was suspended the afternoon of the funeral at the two elevators of the Grand Trunk, and the flags on both buildings were hung at half mast in memory of Mr. Sharpe. He is survived by his wife and four daughters. A portrait of Mr. Sharpe is reproduced herewith.

A MOVEMENT has been started by the Chamber of Commerce of Cincinnati to assist the farmers in that vicinity in getting good seed corn, which bids fair to be a problem this year.

GERMAN grain reserves amount to 400,000 tons, or about 16,000,000 bus., which is just twice the first estimate made, owing to the fact that farmers had underestimated their crops in November.

A CARGO OF OATS was carried on the Norwegian bark *Silius* which was sunk by a submarine. The oats were consigned to France and were being looked after by seven Americans on board, whose testimony it is claimed by the consul at Havre will prove that the bark was torpedoed without warning.



Robert Sharpe, Portland, Me., Deceased.

The thing that goes the farthest towards making life worth while,
That costs the least and does the most is just a pleasant smile,
The smile that bubbles from a heart that loves its fellowmen
Will drive away the cloud of gloom and coax the sun again,
It's full of worth and goodness, too, with manly kindness blent—
It's worth a million dollars, and doesn't cost a cent.

Feedstuffs

THE INTERNATIONAL SUGAR FEED CO., Chicago, Ill., has registered the word "International" as a trade mark for its dairy feed.

THE WORD "Garland" has been registered by the Prairie State Milling Co., Chicago, Ill., as a trade mark for its poultry feed.

THE J. S. ASHBROOK CO., Mattoon, Ill., has registered a trade mark for its horse and cow feed consisting of the representation of a heart.

SHAWNEE, OKLA. We are using beet molasses from California, but the supply there is limited.—J. Lloyd Jones, mgr. Shawnee Milling Co.

THE WORD "O-MOLENE" has been registered by the Ralston Purina Co., St. Louis, Mo., as a trade mark for its stock feed, dairy feed and poultry feed.

THE NEW ORLEANS MOLASSO MEAL CO. of New Orleans, which manufactures a stock feed from molasses, has taken over the old Sears feed mill at the New Orleans Terminal Co. wharves in Chalmette.

PEORIA RECEIVED during February this year 6,701 tons of feeding stuffs compared with 5,622 received in the same month during 1915, and shipped 18,145 tons as against 14,523 tons during February, a year ago.

A FINE of \$50 and costs for fraud in labeling stock food was imposed on John F. Hughes of Fort Wayne, Ind., who claimed his product contained wheat middlings and palm oil, whereas inspectors found that it tested nothing but peanut shells.

COLUMBUS, O.—The case involving the contest of the feedstuffs law has been set for hearing April 1. A special commissioner has been appointed by the court to hear evidence. Any evidence of service sent to our secretary will be investigated by attorneys.—Ohio Millers State Ass'n.

FIRE BROKE out in the Colorado Alfalfa Mill at Niwot, Colo., Mar. 8, burning the mill to the ground, and destroying 5,000 sacks of alfalfa and as many empty sacks; also a box car on a nearby track. The total loss is about \$25,000. The mill was considered a prohibitive risk, and no insurance was carried. It was built by Harry Cassidy of Boulder, Colo.

THE ANNUAL CONVENTION of the American Feed Manufacturers will be held in Peoria on June 1, 2 and 3. The meeting was secured recently in Chicago by T. A. Grier, H. F. Atwood, Samuel Woolner and Adolph Woolner of Peoria, who presented to the Board of directors an invitation from the Peoria Ass'n of Commerce, the Board of Trade and the Mayor.

Reparation Allowed.

Orders of reparation have been issued by the Interstate Commerce Commission in the following cases:

No. 43556. St. L. & S. F., to Nelson Grain Co., Kansas City, Mo., \$23.20, for unreasonable rates on oats, bran and hay from Kansas City, Mo., to Kenefick Spur, Mo., March 15, 1915.

No. 40157. Bay State Milling Co., Winona, Minn., C. M. & St. P., \$7.50, on account of unreasonable charges on a car of bulk wheat from Minneapolis to Winona, Minn., reshipped to Plymouth, Wis., Mar. 4, 1914.

No. 42870. A. T. & S. Fe to Kansas Flour Mills Co., Wichita, Kans., \$8, on account of the unreasonable rate on a car of corn from Hudson, Ia., to Kingman, Kan., Jan. 20, 1914.

No. 43078. C. & O. to D. G. Stewart & Geidel, Pittsburgh, Pa., \$7.79, for unreasonable charges on a car of oats from Converse, Ind., to Hooversville, Pa., Aug. 8, 1912.

No. 33277. Wichita Falls & N. W. Rd., to Wichita Mill & Elevator Co., Wichita Falls, Tex., \$32.21, for unreasonable rates on a car of oats from Altus, Okla., to Memphis, Tenn., July 13 and 18, 1912.

No. 46124. Dayton and Union, to E. A. Grubbs Grain Co., Greenville, O., \$5.60, for overcharges on a car of corn from Greenville, O., to Wilkesbarre, Pa., Dec. 2, 1914.

No. 45006. Minneapolis, St. P. & S. Ste. M., to Atwood-Larson Co., Minneapolis, Minn., \$53.43, for unreasonable charges on a car of barley and a car of corn from Victor, S. D., to Minneapolis, Jan. 27 and Apr. 23, 1915.

No. 45527. Cleveland, Cin., Chi. & St. L., to J. E. Wells & Co., Sidney, O., \$5.61, for an unreasonable rate on a car of shelled corn from Quincy, O., to Springfield, Pa., Dec. 5, 1914.

No. 45577. C. C. C. & St. L. to Xenia Grain Co., Xenia, O., \$5.60 overcharges on a car of shelled corn from Mechanicsburg, O., to Augusta, Me., Dec. 12, 1914.—P.

THE TIME seems to be here when the grain dealer must cut out all unnecessary expenses. Competition is so great that profits are gradually getting smaller, and barely lets the legitimate dealer make more than expenses. Scoop shovel men claim they can handle grain for $\frac{3}{4}$ c per bushel. This makes it very difficult for the man who must have 1c a bushel.—M. J. Steiner, Sabetha, Kan.

An Iowa Elevator with Modern Equipment.

The elevator of the Klein Bros. Grain Co., Inwood, Ia., shown in the engraving reproduced herewith, is a comparatively small house, its total storage capacity being 12,500 bus., but the plant and office is equipped with the most modern devices for the saving of time and labor. Besides the customary equipment for an elevator of this size it has been found profitable to install a shipping scale, and the office contains such conveniences as a typewriter, adding machine, safe, check protector and a large 8-foot oak desk.

Inwood, with a population of 600, is one of the shipping points of Lyons Co., in the extreme northwestern part of the state. The grain from that fertile section is carried to market by the C. M. & St. P. Ry., and the Klein Bros. elevator is located just west of the Inwood depot, on the north side of the track. The elevator building is 24x26 feet, and 60 feet high, the lower 30 feet being of 2x6 cribbed construction and the upper half of 2x4 cribbing. The capacity of the main building is only 2,500 bus., but an oats annex to the west provides additional storage for 10,000 bus. On the opposite side from the oats annex is a 16x24-foot feed and flour warehouse, these two articles forming an important side-line to the handling of grain. The elevator, oats annex and warehouse are separated from the office by a well built and railed driveway, resting upon concrete piers. All of the buildings are electric lighted and the elevator is electrically operated.

The illustration shows the advantage of a convenient approach to the driveway. The picture was taken shortly after harvest and nine farmer patrons are waiting for an opportunity to dump their grain, yet there is no crowding and three times that number of wagons could be accommodated. A large clearly painted sign on the east side of the elevator announcing the business of the company can be easily read from a distance. They believe in letting people know they are in business.

PLANS are being prepared for a railway grain elevator on the Riachuelo River by L. Seligman, C.E., 793 Calle Maipu, esq., Cordoba, Buenos Aires, S. A. Bulk and sacked corn will be handled in both directions between river barges and railway cars. The storage capacity is to be 250,000 bus., and the plant will be erected on piles.



Klein Bros.' Elevator at Inwood, Ia.

Grain Trade News

CALIFORNIA

Calipatria, Cal.—The capacity of the grain warehouse of the Globe Mills will be doubled.

Merced, Cal.—The state railroad commission held a hearing Mar. 16 to consider the petition of the California Wharf & Warehouse Co. seeking to raise the rates for grain stored for less than a season. Other warehouse companies in the county have similar petitions on file, which will call for hearings later. The warehouse men propose to make the rates uniform with those in neighboring counties. The request was taken under advisement.

CANADA

Theodore, Sask.—The Bokofsky Flour Mill & Grain Co. has been incorporated with a capital stock of \$20,000.

Saskatoon, Sask.—The Dwyer Elevator Co., Ltd., of Ft. William, has been incorporated with a capital stock of \$250,000.

Saskatoon, Sask.—The Grain Growers Grain Co., of Winnipeg, Man., has been incorporated with a capital stock of \$500,000.

Spirit River City, Alta.—Mr. Gillespie will build an elevator at an early date. The erection of 2 new elevators is contemplated by other companies.

Pt. Arthur, Ont.—Davidson & Smith, of Ft. William, will start work on their proposed elevator at an early date. The ground is being cleared and the material is now being hauled.

Arden, Man.—The elevator, flour and feed warehouse, owned by the Western Canada Flour Mills Co., burned Mar. 21. The elevator contained about 4,000 bus. of wheat and 700 bus. of barley. Report states that the company will rebuild at once.

Carman, Man.—The suit brought by J. E. Pierce against the McCabe Elevator Co. was settled out of court for \$250. He claimed that he had been docked at least 450 bus. of wheat too much by the elevator company and also that the company's agent had agreed to weigh his grain after cleaning.

Russell, Man.—The complaint of farmers against D. C. McDonald, grain dealer, to recover money for grain sold, was heard before the board of grain commissioners and judgment was reserved. The liability of the bonding company, which had issued bonds in his behalf as a warehouseman and also as a track buyer, was argued.

Saskatoon, Sask.—The Lake Shippers Clearance Ass'n, of Winnipeg and Ft. William, which is acting as agent for the board of grain commissioners for Canada, has offered to take 200 cars of grain per day out of the government terminal elevator here, giving in exchange warehouse receipts for wheat of the same grade now in the lake terminals.

Yorkton, Sask.—In the complaint brought by T. A. Patrick against the Lake of the Woods Mfg. Co., judgment was reserved by the board of grain commissioners. Patrick claims that he stored grain in the company's elevator to be shipped to the head of the lakes. As no written instruction was given it was shipped to another point where 2c a bu. less was received for it.

Douglas, Man.—Judgment was reserved by the board of grain commissioners in the complaint brought by D. W. Agnew against the Lake of the Woods Mfg. Co. He wished his grain shipped to a certain station and the company's agent refused to bill it to any point other than the company's milling points. The company explained to the commission that if Mr. Agnew had wired headquarters the grain would have been shipped anywhere.

Ft. William, Ont.—The board of grain commissioners will not give any out of crop except in cases where specifically provided in the grain act. The provision in the act refers to places where grain is damaged; it does not authorize the board to give cars where grain is dry and there is a probability of its becoming damp.

Montreal, Que.—Work on the new addition to the harbor elevator, increasing the storage and elevating capacity from 1,500,000 bu. to 2,500,000 bu., will be started by May 1 at a cost of approximately \$750,000, according to the Harbor Commissioners. When completed this elevator will be the largest seaport elevator in the world. With this addition the Harbor Commissioners will have expended about \$6,000,000 in providing this port with up-to-date elevator facilities.

Pt. Arthur, Ont.—The erection of a reinforced concrete 2,500,000-bu. elevator in the first unit during the coming season is contemplated by the Saskatchewan Co-operative Grain Ass'n. It will be so constructed that other units may be added later. The working house will have a capacity of 500,000 bus. The site has been purchased and work will be started early in the summer so as to have the elevator ready for the 1917 crop. C. D. Howe, chief engineer of the board of grain commissioners, will design the elevator and supervise the construction. A second elevator will also be built but the identity of the ownership has not been announced.

WINNIPEG LETTER.

The complaint of W. E. Evenden against E. J. Bawlf & Co., involving the rental of a mill and delivery of wheat, dockage on wheat and hedges on futures, was considered by the board of grain commissioners as not within its jurisdiction.

The board of grain commissioners decided that the complaint of Wm. Preikschat, of Morris, against Woodward & Co., was one for the civil courts. Mr. Preikschat claims that he ordered the grain company to sell 3,000 bus. of barley and the company states that he ordered it to sell 3 carloads.

The Acme Grain Co., Ltd., and E. J. Bawlf & Co. on Mar. 7 asked for a ruling on the following: "Too full to properly sample. Final inspection will be given at unloading. The spread between grades is to be governed by that existing at the inspection." The board said it would give until May 1 for the trade to consider further before making a definite ruling.

If grain dealers wish to use portable elevators they must file an application with the grain commission for the amendment of the grain act in this particular, and such application must include a sketch of the proposed form of amendment, according to a recent ruling of the board of grain commissioners. At present the grain act contains nothing regarding portable elevators.

The necessity of establishing a board of appeals to take the place of the present grain surveys board was argued before the board of grain commissioners Mar. 7. The establishment of a sample market was suggested as a remedy. A complaint was made that railroad companies in the western provinces do not permit the use of their right-of-way for portable elevators. Dr. Magill, chairman, said that the farmers had generous treatment by the railway companies regarding the use of portable elevators and their right to use them was not open to question.

COLORADO

Burlington, Colo.—Robert Finnegan, of Orleans, Neb., is now mgr. of the Farmers Elevator Co.

Denver, Colo.—The F. C. Arers Mercantile Co. is repairing the machinery in its improved elevator. George S. Powell is doing the work.

Wheat, Colo.—Large warehouses for improvements and grain will be built on the site owned by the Farmers Elevator Co. recently purchased north of the city.

Ft. Collins, Colo.—Two changes were ordered by the board of the Farmers Elevator Mfg. & Elevator Co. and that a reason regarding a change of name had been suggested and that be presented.

Atwood, Colo.—J. J. Ackerman has a 100-ft.-bu. elevator in operation. It was built last summer and stands on business No. 1. It has a concrete foundation and floor and is equipped with automatic scales, dump, cleaners, grinders and a 14-h. p. gas engine.

Denver, Colo.—At the annual meeting of the Grain Exchange J. Fred Collins was elected pres., C. B. Selkirk, mgr. of the Grain Exchange, first vice-pres., T. F. Savage, second vice-pres., R. C. Johnson, secy. and George S. Powell, treas. The following directors were chosen: J. L. Barr, Geo. S. Clayton, J. Fred Collins, John W. Cook, P. Crowe, James McSwain, F. J. O'Donnell, T. J. Phelps, T. F. Savage, Albert Wilson, J. H. Young, of Longmont, D. B. Selkirk, of Ft. Collins, and H. A. Johnson, of Rocky Mountain. The report for the last 12 months showed that the exchange had received 100 cars of grain, which is an increase of 100% over the grain received in 1916. The report also showed that the exchange had received 100 cars of grain, which is an increase of 100% over the grain received in 1916. The report also showed that the exchange had received 100 cars of grain, which is an increase of 100% over the grain received in 1916. The report also showed that the exchange had received 100 cars of grain, which is an increase of 100% over the grain received in 1916.

IDAHO

Grangeville, Ida.—The Grangeville Mfg. Co., operating a grain warehouse and mill, burned Mar. 4. Loss, \$10,000; insurance, \$10,000.

Nampa, Ida.—Elevators will be owned by the Farmers Elevator & Warehouse Co. at this point in and around Nampa. A number of sites have also been acquired by the Union at various stations at which elevators will be built.

ILLINOIS

Elm, Ill.—Farmers are forming an elevator company here.

Wyand, Ill.—The Wyand Grain Co. will build a coal shed.

Jacksonville, Ill.—The grain office of F. P. Smith & Co. has been closed.

Harvel, Ill.—A new office and warehouse are being built by the Farmers Grain Co.

Anchor sta. (Sweetwater p. o.), Ill.—Farmers have organized an elevator company.

Danvers, Ill.—The Farmers Elevator Co. has placed Wm. Shorthose & Son in charge of its elevator.

Industry, Ill.—The Farmers Elevator & Produce Co. has been organized to operate an elevator.

Eldena, Ill.—Jerry Glessner has been engaged as business mgr. of the Farmers Elevator Co.

Galva, Ill.—The Galva Grain Elevator Co. has increased its capital stock from \$15,000 to \$20,000.

Little Indian, Ill.—C. W. James was elected mgr. of the Farmers Grain Co. at its recent annual meeting.

Neelyville, Ill.—I took charge as mgr. of the Farmers Elevator & Supply Co. on Mar. 1.—Dick Northrup, Jr.

Campus, Ill.—W. B. Allen, of Farmer City, is the new mgr. of the Campus Grain Co., succeeding Frank L. Zeller.

Springfield, Ill.—Eight men have passed the state civil service tests for positions as grain cashiers.

Seneca, Ill.—The M. J. Hogan Grain Co. is repairing the foundation of the engine room at its elvtr.

Hanna City, Ill.—Farmers are organizing a company and will probably buy the elvtr. of Chas. Rindfleisch.

Kernan, Ill.—The organization of a farmers elvtr. company is under consideration. —Farmers Elvtr. Co., Ransom.

Budd, Ill.—Budd Grain Co. incorporated; capital stock, \$10,000; incorporators, Daniel McGowan, Gust Delander and others.

Marseilles, Ill.—H. C. Daggett is mgr. for S. R. Lewis, who recently took over the business of the Bruce Grain Co.

Buckley, Ill.—The recently incorporated Farmers Grain Co. is considering the purchasing of one of the elvtrs. here.

Rockford, Ill.—The new 50,000-bu. reinforced concrete elvtr., of the Coppins & Lange Flour & Feed Co., has been completed.

Murrayville, Ill.—Thos. Langdon has been elected pres. of the recently organized Farmers Elvtr. Co. which will build an elvtr.

Bluff Springs, Ill.—The Farmers Elvtr. Co. is tearing down its old elvtr. preparatory to building an up-to-date 25,000-bu. house.

Cofax, Ill.—Farmers Co-operative Co. incorporated; capital stock, \$10,000; incorporators, Robert W. Leetch, Frank Harms and others.

Homer, Ill.—Fred Rose, prop. of an elvtr., has gone to Tucson, Ariz., to stay until May 1. Roy Parrish is managing the elvtr. for the present.

Glenavon, Ill.—The Horner-Outlaw Grain Co. has placed A. R. Carlson in charge of its grain business here. Clifford Williams is assisting him.

Newark, Ill.—Report states that contract for an elvtr. to be built on the new Illinois Midland Ry. has been let by a grain company of Chicago.

Gridley, Ill.—Improvements have been made at the recently acquired elvtr. of the George P. Davis Elvtr. Co. and the office has been remodeled.

Maple Park, Ill.—I have purchased the old elvtr. here and will handle coal, flour and feed. Clarence Campbell will be mgr. —Ed. Conlin, De Kalb.

Hoopeston, Ill.—Henry L. Bushnell, mgr. of the Hoopeston Grain & Coal Co., aged 72 years, died recently, following an illness of 6 weeks' duration.

Wing, Ill.—We started business on Mar. 1 in the 40,000-bu. elvtr. which we recently purchased from J. M. Feely.—A. G. Zenor, mgr. Wing Grain Co.

Blackstone, Ill.—The recently organized Farmers Grain Co. incorporated; capital stock, \$10,000; incorporators, P. M. Trainor, John Foels and others.

Arlington Heights, Ill.—Arlington Elvtr. & Coal Co. incorporated; capital stock, \$10,000; incorporators, G. W. Begeman, George F. and G. Schneberger.

Lincoln, Ill.—The East Lincoln Farmers Grain Co. incorporated; capital stock, \$10,000; incorporators, Herman H. Dierker, Frank Myers and others.

Curran, Ill.—The recently organized Curran Elvtr. Co. incorporated; capital stock, \$2,500; incorporators, C. W. McMurry, Fletcher Earles and others.

De Kalb, Ill.—John McGirr has filed a petition in bankruptcy with liabilities of \$65,060 and assets of \$51,008. His elvtr. has been closed for 2 years.—E.

Carthage, Ill.—The firm of McCarty & Moore Bros. has dissolved partnership, Jas. McCarty taking over the grain business and store and Moore Bros. taking the hay business.

Argo, Ill.—The plant of the Corn Products Refining Co. was closed Mar. 13 following a strike of 250 workmen in the starch dept. The company offered an increase of 10% in pay on Mar. 20, which was ignored by the strikers. Many of the men have now returned to work.

Allentown, Ill.—I succeeded my father, W. S. Russell, on July 1, 1915. He died Jan. 1, 1916, after having been in the grain business from 35 to 40 years at this place. —L. C. Russell.

Enfield, Ill.—The Enfield Mill & Elvtr. Co. has taken over the elvtr. of F. H. Willis and will do a general milling and elvtr. business. D. C. Miller is pres. and W. W. Wallace is mgr. of the company.

Kaneville, Ill.—Gilbert Westlake, mgr. of the Kaneville Grain & Supply Co., was beaten until unconscious by 2 men who were angry on account of a misunderstanding regarding a transaction with him.

Cerro Gordo, Ill.—Mr. Tiffany, of Galva, has succeeded F. S. Betz, who resigned Mar. 1 as mgr. of the Cerro Gordo Grain & Coal Co. after 11 years of service. The company will now handle grain and feed only.

Ottawa, Ill.—My new elvtr., replacing the house which burned Nov. 28, will have a capacity of from 15,000 to 20,000 bus. It will have one or 2 dumps and the electric motor will be in the cupola.—H. J. Ruckrigel.

Sutter siding (Mackinaw p. o.), Ill.—The Farmers Elvtr. Co. has let contract for a new elvtr. to the Burrell Engineering & Construction Co. Chas. Graff is agt. of the elvtr. here and also of the house at Mindale.

Osbornville, Ill.—We have not made definite plans regarding the erection of additional storage room, but will probably build a 20,000-bu. storage crib during the summer.—Otto F. Young, mgr. Mt. Auburn & Osbornville Grain Co.

CHICAGO NOTES.

Memberships in the Board of Trade are selling at \$4,100.

Merrill & Lyon have asked for an extension of their charter.

A. O. Slaughter, senior member of A. O. Slaughter & Co., and member of the Board of Trade, died of pneumonia on Mar. 23. He was 44 years of age.

A car containing 3,381 bus. oats recently was unloaded by Frank G. Ely at his Grand Crossing Elvtr.; but the largest car on record contained 116,000 lbs.

The rules com'te of the Board of Trade is preparing an amendment to the rules providing that the execution of orders in the pit shall be on a brokerage basis and not on a salary.

On Mar. 22 the following amendment to the rules of the Board of Trade was posted for ballot: "Amend section 10 of rule IV, by adding thereto the following: 'Nor shall any member, firm, or corporation accept or clear trades or accept orders to be executed for or on behalf of the employee of a member, firm or corporation, unless the written consent of the employer be first obtained.'"

A numerously signed petition for an amendment to the rules of the Board of Trade raising the brokerage for the purchase or sale by grade alone of wheat, corn or oats to be delivered in store in regular houses in lots of 1,000 bus. to 25c per 1,000 bus. has been disapproved by the directors. The rate recently was raised from 10c to 15c, and an increase to 25c would not leave much to the commission merchant on business for a member at \$1.25 per 1,000.

Miner Thos. Ames, Stanley Evans and Herbert T. Robson have applied for membership in the Board of Trade. Leverett E. Duncan, Robt. D. Flood, Howard M. Schmeltz, Edmund D. Hulbert, Elva J. Martin, Frank M. Day, Thomas Benton Hunter, Harry H. Wickham, Jr., Edward H. Morgan, Louisville, Ky., Howard M. Beazell, Cincinnati, O., and Clarence C. Perpall, Brooklyn, N. Y., have been admitted to membership, and the memberships of Chas. Griffin, Silvan Newburger and Frederick Harrison have been posted for transfer. Memberships are selling at \$4,100.

PEORIA LETTER.

J. H. Hamilton, of the Smith-Hamilton Grain Co., formerly at Bloomington, has been made correspondent for the Beach-Wickham Grain Co., Chicago. Offices were opened on Mar. 1.—A.

The Atlas Distillery Co. has contracted for the construction of metal storage tanks of 100,000 bus. capacity for the storage of its slop feed before that product is shipped east on contract. The Perfection Metal Silo Co. will supply the tanks and Hagerty Bros. will do the building.

The Consumers Grain Co. started business on Mar. 21, handling cash grain and consignments. Theo. Jacobs, pres. of the Board of Trade during 1915, and S. C. Grier, formerly with T. A. Grier & Co., are the officers of the new company and have the best wishes for success of a large circle of friends among both receivers and shippers.

We are operating the Central City Elvtr. which was closed Dec. 28. We opened the house Mar. 14 after installing new hopper scales to facilitate the transfer of 35 carloads per day. The storage capacity is 250,000 bus., for which nearly all is contracted.—Joseph Kellerstrass is supt. of the elvtr. which has been declared regular by the Board of Trade.—Mueller Grain Co.

Two hundred men are at work clearing away the damaged grain at the Iowa Elvtr. which burned Mar. 6. It is generally understood that the burned elvtr. is to be replaced with an absolutely fireproof structure with a much larger capacity than the burned elvtr. C. E. Metzler, the well known grain salvage expert, is handling the salvage for the account of the underwriters.

INDIANA

Darlington, Ind.—I have moved from place to Indianapolis.—Forest Evans.

Mt. Vernon, Ind.—Ivan Fields is now in the employ of the Home Mill & Grain Co.

New Harmony, Ind.—Two 15-h. p. electric motors have been installed by the New Harmony Grain Co.

Keystone, Ind.—J. E. Tewksbury, of Montpelier, is the new mgr. of the elvtr. of the Mead Grain Co.

Lebanon, Ind.—A. B. Cohee, of Jenkins & Cohee, fell 35 ft. at the elvtr. Mar. 15 and was seriously injured.

Frankfort, Ind.—I have returned from Daytona Beach, Fla.—John C. Young, formerly in the grain business here.

Marion, Ind.—Alfred Burge, of the Burge-Thomas Mfg. Co., operating an elvtr., was bereaved Mar. 9 by the death of his father.

North Salem, Ind.—The J. T. Higgins Grain Co. has installed an American Kerosene Carburetor on its 25-h. p. gas engine.

Union City, Ind.—George Baker has acquired a third interest in the elvtr. of the Mead Grain Co. and will help conduct the business.

Frankfort, Ind.—Contract for a 100,000-bu. elvtr. has been let to Chas. A. Drake, who will start work on it as soon as the weather permits.

Kempton, Ind.—Jesse F. Mott has been elected pres. of the recently incorporated Farmers Elvtr. Co. which takes over the elvtr. of Jordan & Connor.

Max sta. (Lebanon p. o.), Ind.—Walter Christier has bot the interest of P. Shahan and Everett Reveal in the elvtr. which they operated under the name of the Max Grain Co.

Jamestown, Ind.—We have sold our elvtr. to the recently incorporated Farmers Elvtr. Co. of which N. A. Tucker is pres. We will give possession May 1.—C. L. Stafford, sec'y-treas. Stafford Grain Co.

Evansville, Ind.—Our warehouse at this city was damaged by fire Mar. 17. The building was valued at \$3,500 and the stock at \$8,000. This was not totally destroyed. We carried insurance on both.—Ziliak & Schafer Mfg. Co., Haubstadt.

Liberty Center, Ind.—The Studabaker Grain Co. has installed an American Kerosene Carburetor on its 25-h. p. engine.

Marion, Ind.—The establishment of an elvtr. is contemplated by the farmers of Grant county who have organized an ass'n with Joshua Strange as pres. and Frank Clanin as sec'y.

Winamac, Ind.—A site has been purchased by the newly incorporated Farmers Elvtr. Co. and plans are now being prepared for its elvtr. H. E. Wiesjahn is sec'y of the company.

Seymour, Ind.—Hovey A. Farber, an employe of the Blish Mfg. Co., while repairing the roof of the loading shed at the company's elvtr., was blown off, breaking his leg and injuring his elbow.

Westport, Ind.—I will operate my recently acquired elvtr. under the name of the Westport Grain Co. so as not to conflict with my grain business at Sardinia.—Geo. M. Claypole, Sardinia.

Lafayette, Ind.—Farmers held a meeting here Mar. 14 for the purpose of organizing a farmers grain ass'n in Indiana with about 100 in attendance. A temporary organization was perfected. J. S. Minch, of Chalmers, was elected chairman, and E. G. Collum, of Wolcott, sec'y. Jesse Summers, of Ambia, delivered the opening address. Officers elected Mar. 15 are: Pres., J. S. Minch, Chalmers; first vice-pres., C. H. Tuesberg, Lacrosse; 2nd vice-pres., W. W. Myers, Wheatland; treas., W. J. Little, Remington; directors, W. S. Abshire, Honey Creek; C. E. Barracks, Frankton; Perry Davis, Kirkpatrick; H. E. Vannuys, Thornton; E. G. McCullom, Wolcott; Jesse Summers, Ambia; James Shealy, Lochiel; C. B. Wallace, Frankfort; Fred Robers, Monticello. The sec'y is to be elected later by the directors.

INDIANAPOLIS LETTER.

Gus Applegreen has succeeded J. H. Roennfeldt, who resigned as supt. of the Indianapolis Elvtr. Co. to go to Kansas City, Mo.

Elmer Hutchinson, of Arlington, Frank A. Hamilton, Harry C. Cutsinger, Chas. A. Roesener and L. L. Hyde, of this city, have been admitted to membership in the Board of Trade.

Three men, who had been discharged by the Indianapolis Elvtr. Co., returned to the elvtr. Mar. 15 and started a riot. Gus Applegreen, who had been supt. for only one day, was badly beaten before they were arrested, fined and sentenced to the workhouse for 10 days.

Harry H. Bingham, head of the Bingham-Hewett Grain Co., Louisville, Ky., is pres. of the Bingham-Hewett-Scholl Co., which will be incorporated with a capital stock of \$150,000. The new company will operate the elvtr. formerly operated by Jordan & Scholl. The change was made on account of the retirement of L. H. Jordan.

IOWA

Rowan, Ia.—Fritz & Utz have succeeded Azletine Bros.

Randall, Ia.—Farmers are talking of erecting an elvtr.

New Market, Ia.—The New Market Grain Co. has been reorganized.

St. Ansgar, Ia.—A. L. Tollefson has succeeded Tollefson & Larson.

Jewell, Ia.—C. B. Martin has resigned as mgr. of the Farmers Elvtr. Co.

Percival, Ia.—The A. B. Judson Grain Co. has succeeded Judson & Carter.

Dow City, Ia.—Harvey Hamrick is now working in the elvtr. of H. G. Scott.

Hedrick, Ia.—The Broadwell Lumber & Grain Co. has succeeded the Hedrick Grain Co.

Green Mountain, Ia.—W. J. Lynch has been retained as mgr. of the Farmers Elvtr. Co.

Pioneer, Ia.—The Pioneer Grain Co. has acquired the elvtr. of the estate of C. A. Rowe.

Spaulding, Ia.—Wm. Howell has succeeded Wray Bros. in the grain business.

South English, Ia.—A new elvtr. will be built this spring by the Farmers Grain & Lumber Co.

Maynard, Ia.—Farmers are not organizing an elvtr. company as was recently reported.—X.

Ireton, Ia.—We will build a 64x200 ft. lumber shed this summer.—Farmers Co-operative Ass'n.

Emerson, Ia.—Frank Crawford is now employed at the elvtr. owned by the estate of A. D. Swisher.

Ferguson, Ia.—C. E. Adkins has been retained as mgr. of the Farmers Elvtr. Co. until July 1, 1917.

Ellsworth, Ia.—B. P. Holt has been elected pres. of the recently organized Farmers Elvtr. Co.

Zearing, Ia.—Paul Peterson is now operating the elvtr. he recently took over from Craft & Vinsel.

Wright, Ia.—K. Knudson has succeeded his partner, W. L. Votaw, in the firm of the W. L. Votaw Grain Co.

Sioux City, Ia.—E. A. Fields, of the Fields & Slaughter Co., was bereaved recently by the death of his father.

Miller, Ia.—Mr. Jacobs, of Melvin, took charge of the recently acquired elvtr. of the Hubbard Grain Co. on Mar. 4.

Petersville, Ia.—The elvtr. at this station is now owned and operated by J. J. Goodall.—H. Schumacher, Charlotte.

Walker, Ia.—J. D. Zimpfer, mgr. of the Farmers Elvtr. Co. for the past 2 years, has been retained for the coming year.

Clarion, Ia.—E. J. Funk, of Humboldt, has taken possession of the Reliance Elvtr. which he recently bot from Gordon Garver.

Cheney sta. (Brandon p. o.), Ia.—I am now employed at the recently acquired elvtr. of Hatch & Brookman.—A. T. Giese.

Luton, Ia.—S. E. Siple, assisting at the elvtr. of the Neola Elvtr. Co. at Manilla, will have charge of the company's elvtr. here.

Neola, Ia.—I am now agt. for the Quaker Oats Co. here, having been transferred from the company's elvtr. at Armstrong.—Homer Reynolds.

Armstrong, Ia.—R. T. Hersom, of Havlock, has succeeded me as agt. for the Quaker Oats Co. here.—Homer Reynolds, now agt. at Neola.

Primghar, Ia.—Ervin H. Rudloff, mgr. of the grain and lumber business of J. C. Rudloff & Sons, was married this month to Miss Ethel McCabe.

Oakland, Ia.—Elvin F. Wentz, aged 45 years, prop. of an elvtr., hanged himself in his barn on Mar. 13. He was formerly in business at Humphrey, Neb.

Ft. Dodge, Ia.—F. M. Myers, of Beaman, has been elected sec'y of the Farmers Grain Dealers Ass'n of Iowa, to succeed W. J. Ray, who resigned last month.

Earling, Ia.—The Earling Grain Co. has been dissolved. Its elvtr. and other property has been taken over by the Albers-Pollock Commission Co., of Omaha, Neb.

Urbana, Ia.—Archie Bowen is mgr. of the elvtr. which Hatch & Brookman recently bot from the Farmers Grain Co.—A. T. Giese, Cheney sta. (Brandon p. o.).

Ottosen, Ia.—The Farmers Elvtr. Co. increased its capital stock to \$25,000 and bot the elvtr. of Gilchrist & Co., which it will operate in connection with its own house.

Sargent's Bluff, Ia.—L. C. Husby, of Holstein, is now mgr. of the Farmers Elvtr. Co., succeeding C. B. Bryan, who resigned to engage in business on his own account.

Gilman, Ia.—W. H. Schultz, appellant on an action tried in the district court against the Farmers Elvtr. Co., lost in a ruling of the supreme court Mar. 11. The state court affirmed the verdict of the trial court which allowed Schultz only \$108 on his claim for corn sold to the elvtr. The controversy arose over the grading of the corn. The case was tried here a year ago.

Westfield, Ia.—The McCaull-Webster Elvtr. Co., of which T. J. Martin is agt., has closed its elvtr. here for the season, and also at Hawarden, where Fred Finnie was agt.

Coulter, Ia.—The recently organized Farmers Elvtr. Co. incorporated; capital stock, \$6,000; incorporators, Carl Borchert, pres., Peter Norgaard, sec'y, and others. Negotiations are now being made for the purchase of the elvtr. of Andersen & Waldemar.

Anthon, Ia.—W. H. Drake has succeeded D. M. McKenzie as agt. for the Quaker Oats Co. which took over the elvtr. of the Western Elvtr. Co. Alterations and repairs, to cost \$250, will be made on the elvtr. this spring. Mr. McKenzie has removed to Woodbine.

Lytton, Ia.—We have selected E. G. Long, lately mgr. of the Farmers Elvtr. Co. here, to represent us in the territory heretofore covered by A. L. Cox, whose death occurred some 2 months ago. Mr. Long will make his headquarters at Marshalltown.—Rumsey & Co., Chicago, Ill.

Perry, Ia.—Ludwig Jensen, mgr. of the branch office for Harper & Ward, of Des Moines, will hereafter have charge of the company's business in this section of the state, including the offices at Ft. Dodge, Perry, Story City, Ottumwa and nearby towns. B. A. Simpson will succeed him as mgr. here.

KANSAS

McPherson, Kan.—Colburn Bros. have installed new machinery.

Linn, Kan.—Ed. Adams has taken over the elvtr. of F. H. Hoerman.

Groveland, Kan.—Farmers will organize a company to build an elvtr.

Dresden, Kan.—The C. E. Robinson Grain Co. has installed a new engine.

Everest, Kan.—F. H. Geiger has bot the elvtr. of W. W. Young at this place.

Salina, Kan.—Two electric motors have been installed by the Lee-Warren Mfg. Co.

Chapman, Kan.—A recent fire slightly damaged the elvtr. of the A. J. Poor Grain Co.

Marietta, Kan.—The Marietta L. S. & Grain Co. will install a car loader and new belt.

Council Grove, Kan.—The Council Grove Grain Co. has installed a large electric motor.

Zenda, Kan.—The elvtr. of the Zenda Grain Co. will be remodeled and covered with steel.

Kensington, Kan.—Henry Dierchhoff will buy grain for the Home Elvtr. Co., starting July 1.

Oakley, Kan.—The elvtr. of the Kansas Flour Mills Co. was slightly damaged by a recent fire.

Gray, Kan.—A feed grinder will be installed in the elvtr. of the Farmers Grain & Supply Co.

Damar, Kan.—General repairs will soon be made on the elvtr. of the Farmers Union Grain Ass'n.

North Topeka, Kan.—New scales have been installed in the elvtr. of the Kaw Mill & Elvtr. Co.

Tampa, Kan.—Harry Huge, mgr. of the Tampa Grain Co., has been ill at a hospital in Wichita.

Syracuse, Kan.—P. S. Suttle has succeeded P. E. Stewart as mgr. of the Syracuse Mill & Elvtr. Co.

Alida, Kan.—I have recently installed a new Richardson Type Registering Automatic Scale.—W. L. Hoyt.

Milo, Kan.—The purchase of 5 elvtrs. in the vicinity is contemplated by the Farmers Elvtr. Co. of this place.

Delphos, Kan.—A new 15-h. p. gasoline engine will be installed in the elvtr. of the Delphos Co-operative Ass'n.

Ellinwood, Kan.—John Wolf, of the Wolf Mfg. Co., elvtr. operators, died Mar. 6, following a stroke of apoplexy.

Mankato, Kan.—The erection of an elvtr. and mill on the Rock Island is contemplated by Mr. Watson, of Glen Elder.

Haviland, Kan.—The Haviland Mercantile Exchange has replaced its gasoline engine with an electric motor.—F.

Aurora, Kan.—A. L. Key, of Thayer, will succeed me on Apr. 1 as mgr. of the Aurora Grain & Coal Co.—A. E. Thompson.

Lyons, Kan.—The Lyons Mlg. Co., operating an elvtr. here, is considering moving its headquarters to Hutchinson.

Westfall sta. (Lincoln p. o.), Kan.—The Farmers Grain & Supply Co. has been incorporated with a capital stock of \$6,000.

Bucklin, Kan.—We have let contract for a 25,000-bu. elvtr. to the Western Construction Co.—Gould Grain Co., Dodge City.

Dorrance, Kan.—The elvtr. of the Farmers Elvtr. Co. will be covered with metal siding and additional storage room will be constructed.

Pierce Jct. (Everest p. o.), Kan.—The Farmers Union has purchased my elvtr. and will operate it after May 1.—W. W. Young, Everest.

Black Wolf, Kan.—The Black Wolf Grain & Supply Co. contemplates installing an automatic scale, cleaner, new engine and other equipment.

Dartmouth sta. (Great Bend p. o.), Kan.—I have resigned as grain buyer for the Wolf Mlg. Co. and will move to Great Bend.—L. J. Degarmo.

Buhler, Kan.—The Buhler Mill & Elvtr. Co. will increase the capacity of its mill and will add a warehouse, grain storage and a new power plant.

Dodge City, Kan.—The Dodge City Alfalfa Mlg. & Supply Co. has increased its capital stock from \$6,000 to \$18,000. L. G. Grobety is the new mgr.

Shook, Kan.—I will leave my position as mgr. of the W. M. Barber Grain Co. in April to take personal charge of my elvtr. at Chetopa.—G. W. Pratt.

Vinita Spur (no p. o.), Kan.—Contract for an up-to-date iron clad elvtr. has been let by the Vinita Equity Exchange, of Cheney, to the White Star Co.

Gorton sta. (Lincoln p. o.), Kan.—The C. E. Robinson Grain Co. is operating its recently completed 11,000-bu. elvtr. The White Star Co. had the contract.

Cherryvale, Kan.—The Harrison Grain & Feed Co. has opened a wholesale grain and feed office. J. A. Harrison, formerly connected with the N. Sauer Mlg. Co., is prop.

Great Bend, Kan.—The elvtr. of the Barton County Flour Mills Co., at Dent Spur, burned this month. About 2,000 bus. of wheat was damaged. The elvtr. will be rebuilt at once.

Wakarusa, Kan.—S. V. Firestone has bot my interest in the elvtr. here and the firm name is now Firestone & Robinson. Feed, coal and hay are handled in connection.—J. P. Thompson.

Georgia Spur (no p. o.), Kan.—M. Greenleaf, of Murdock, has let contract for an up-to-date iron clad elvtr. to the White Star Co., which will commence work on it in the near future.

Scandia, Kan.—I am operating the elvtr. on the Rock Island which I bot from John Botts Feb. 1 under the name of the Scandia Grain Co. with Ed. Nundorff as mgr.—Fred Mosher, Rexford.

Miltonvale, Kan.—E. E. Estabrook and W. H. Burroughs have organized the Miltonvale Roller Mills Co. A 50-bbl. mill is being erected and a 20,000-bu. elvtr. will be operated in connection.

Zook sta. (no p. o.), Kan.—An elvtr. will be built by the Pawnee County Grain & Supply Co. and possibly by Hill & Cheers. This is a new station on the Anthony & Northern Ry. between Larned and Belpre.

Topeka, Kan.—Receipts of the state grain inspection dept. for February were \$11,788.95; compared with \$2,933.85 for February, 1915. The dept. inspected 14,643 cars of grain and weighed 5,693 cars in February.

Cedar, Kan.—Dick Thomas, of Osborne, will build an elvtr. with a capacity of from 10,000 to 15,000 bus. Work will begin Apr. 1.

Atchison, Kan.—Grain dealers of this city have prepared protests on recent increases in grain rates and abolishment of transit privileges. Representatives appeared before the Interstate Commerce Commission on Mar. 20.

Woodston, Kan.—F. F. Jones, formerly with the Farmers Union at Alton, became mgr. of our 25,000-bu. iron clad elvtr. on Mar. 1. Our company is not connected with the Woodston Mercantile & Shipping Ass'n which is a farmers ass'n.—Woodston Grain Co.

Smith Center, Kan.—The Smith Center Co-operative Grain Co., which now has a capital stock of \$45,000, has taken over the elvtr. and other property of the Smith Center Mill, Elvtr. & Light Co., and the entire plant will now be known as the Smith Center Co-operative Mill, Elvtr. & Light Co.

Harper, Kan.—August W. Mentze has bot suit against Frank J. Rice, pres. of the defunct E. A. Wales Mlg. Co. for \$1,075 for wheat stored at the mill. He charges that Mr. Rice represented the company to be in good shape and solvent and that thru his representations people were induced to put their trust in the mill.

Ray, Kan.—We have installed 6-ton Richardson Type Registering Beam Wagon Scales and have built a cement gasoline storage tank house. A manlift was recently installed. A. H. Miller, elvtr. owner, will leave soon for Colorado. I understand that the Philip Miller Elvtr. will be closed.—L. H. Thorp, mgr. Farmers Grain & Supply Co.

Grainfield, Kan.—I am now mgr. of the Farmers Business Ass'n, which has a new concrete house consisting of 2 circular bins of 10,000 bus. capacity each. Equipment includes a manlift, automatic scales and engine. The company will handle grain, flour, feed and coal.—R. E. Terry, formerly agt. for the Shellabarger Mill & Elvtr. Co., Grinnell.

HUTCHINSON LETTER.

The Turon Mlg. & Elvtr. Co. has removed to new offices in the Rorabaugh-Wiley Bldg.

A branch office has been opened in this city by the Kemper Grain Co., of Kansas City, Mo., with Walter H. Hastings, who has been mgr. for the company at Wichita for 8 years, in charge.

Farmers and business men of the wheat belt will meet Apr. 1 to discuss the erection of a co-operative elvtr. The Ferguson-Shircliffe Grain Co. may build an elvtr. but nothing definite has been done regarding it at this time.

KENTUCKY

Georgetown, Ky.—Buford Thomas has bot the grain and feed business of Chowling & Honaker.

Louisville, Ky.—Leonard A. Hewett and Samuel Bingham will manage the business of the Bingham-Hewett Grain Co., as Harry H. Bingham, pres., has become interested in an elvtr. company at Indianapolis, Ind. Mr. Bingham has resigned as director of the Board of Trade and as chairman of its grain com'te and will move to that city on Apr. 1.

LOUISIANA

Vinton, La.—The Orange Grain Co., of Orange, Tex., will open a branch in this city with W. H. Cuipepper in charge.

NEW ORLEANS LETTER.

A rule limiting the time in the matter of reinspection of grain was approved by our board of directors Mar. 15 and becomes immediately effective. It is as follows: Rule No. 10. When re-inspection is required, forty-eight hours notice must be given after original inspection, (date of inspection not to count) excepting in cases where, because of over-loading of cars, or other physical difficulties, the inspector had not been able to secure proper sample of

the grain. Or where evidence of plugging is shown, or where grain has been damaged after inspection, by leaky roof, or other defects in the car. In case the shipper desires re-inspection on any grain misgrading, it shall be his duty to so advise the buyer prior to the arrival of the grain at destination. Otherwise, it shall not be incumbent on the buyer to give special notice of misgrading.—H. S. Herring, sec'y New Orleans Board of Trade.

MARYLAND

Baltimore, Md.—The Western Maryland R. R. will build another large elvtr. which will double its loading capacity.

Baltimore, Md.—Vernon M. Green, of Washington, D. C., grain and feed dealer, has applied for membership and Lewis G. Lederer, of Lederer Bros., has been admitted to membership in the Chamber of Commerce.

Hagerstown, Md.—Arrangements for the erection of a 250-bbl. flour mill and elvtrs. here are being made by the Union Bridge Electric Co., which operates an electric lighting plant and ice factory at Union Bridge. L. R. Yourtee is sec'y of the company.

MICHIGAN

Harbor Beach, Mich.—The Huron Mlg. Co., operating a 75,000-bu. elvtr. and mill, has increased its capital stock from \$485,000 to \$600,000.

Soo Junction, Mich.—The MacLachlan Bros. Co. has been incorporated with a capital stock of \$60,000 to engage in the elvtr. and milling business.

Willis, Mich.—The elvtr. and store, owned by Bert Youngs, burned Mar. 15. The loss is between \$5,000 and \$10,000, which is covered by insurance.

Grand Rapids, Mich.—The Michigan Bean Jobbers Ass'n will hold its annual meeting in this city in September. E. L. Wellman will entertain the members while here.

Montrose, Mich.—Floyd Lambertson has bot suit against the Montrose Elvtr. Co., for \$5,000 damages for injuries received when he was caught on a shaft in the elvtr.

Saginaw, Mich.—Delbert Leroy Laur, operating a grain elvtr. and warehouse in North Saginaw, and handling grain and hay, died of pneumonia Mar. 6. He was 42 years of age.

Blissfield, Mich.—I do not think a farmers elvtr. company will be organized this year, as rumored some time ago. A law suit connected with it is now pending in court.—J. J. Walper & Co.

Battle Creek, Mich.—The annual meeting of the Michigan Hay & Grain Ass'n will be held in this city on Aug. 3. It is expected that at least 200 members will be in attendance at the meeting.

Athens, Mich.—My elvtr. was totally destroyed by fire Mar. 14, which was undoubtedly caused by defective wiring. Loss about \$10,000. The loss on the contents was nearly covered by insurance, but on the building it is heavy. I have not decided what kind of an elvtr. I will build to replace the burned house.—W. F. Wolfe.

Detroit, Mich.—I have opened an office in the Chamber of Commerce Bldg. but do not expect to move my Grand Rapids business to this city for the present, nor do I expect to do much bean business here. I own 4 elvtrs. in western Michigan and am financially interested in 14, altogether. I expect to spend a portion of my time in this city.—E. L. Wellman, Grand Rapids.

Constantine, Mich.—Thomas & Harvey, of Schoolcraft, have bot the elvtr. and mill which Barnard & Hotchkiss have been operating under the name of the Constantine Mlg. Co. They will conduct the plant here under the old name, in connection with their elvtrs. at Schoolcraft, Flowertfield and Morepark which are operated under the name of Thomas & Harvey.—W. J. T.

MINNESOTA

Center City, Minn.—We have succeeded A. L. Jonason.—Jonason & Holt.

Oshawa, Minn.—I am now agt. of the Atlas Elvtr. Co.—Verne Walrath.

Sacred Heart, Minn.—Bert Anderson is now agt. of the Empire Elvtr. Co.

Biscay, Minn.—The organization of a farmers elvtr. company is assured.

Karlstad, Minn.—The organizing of a farmers elvtr. company is assured.

La Salle, Minn.—I am now mgr. of the Eagle Roller Mill Co.—O. A. Bjoin.

Oakland, Minn.—I am now agt. of the Hunting Elvtr. Co.—Frank Morgan.

Strandquist, Minn.—The erection of an elvtr. is being discussed by the farmers.

Ellendale, Minn.—The Farmers Mlg. & Elvtr. Co. has installed 2 electric motors.

Maple Lake, Minn.—I am now agt. of the Osborne-McMillan Elvtr. Co.—Thos. McAlpin.

Oklee, Minn.—I am now agt. of the Hanson & Barzen Mlg. Co.—L. P. Poppenhagen.

Muskoda, Minn.—I am mgr. of the 20,000-bu. elvtr., owned by T. B. C. Evans.—Geo. Oliver.

Goodhue, Minn.—The Winona Malting Co. is not in business here.—Red Wing Malting Co.

Richmond, Minn.—I am mgr. and prop. of the Richmond Flour Mill.—Fridolin Wurst.

Morris, Minn.—The report that I have sold out at this place is incorrect.—S. Stewart.

Windom, Minn.—The elvtr. of Headley & Miller is closed.—C. A. Kirk, agt. St. John Grain Co.

Wheaton, Minn.—O. Maxness has succeeded R. B. Walker as agt. for the Crown Elvtr. Co.

Skyberg, Minn.—I am now agt. of the 14,000-bu. elvtr. of M. B. McLaughlin.—M. P. Afdem.

Montgomery, Minn.—I am now local mgr. of the Commander Mill Co.—Peter H. Schweitzer.

Elrosa, Minn.—This station now has a p. o. C. Borgerding operates a 33,000-bu. elvtr. here.

Winsted, Minn.—I have succeeded J. W. Thomas as mgr. of the Farmers Elvtr. Co.—J. Steinor.

Syre, Minn.—I have been placed in charge of the elvtr. of the Monarch Elvtr. Co.—Nels Haugen.

Plato, Minn.—G. Bergman is now agt. of the Miller Elvtr. Co.—Geo. Hoelz, prop. Plato Roller Mills.

Murdock, Minn.—The elvtr. of the Cargill Elvtr. Co. is closed.—A. Engberg, mgr. Farmers Elvtr. Co.

Milan, Minn.—Chas. Nordgren is mgr. of the Farmers Elvtr. Co.—H. P. Hanson, agt. Monarch Elvtr. Co.

Luverne, Minn.—H. Schleuter is now agt. for E. A. Brown.—Frank W. Case, agt. Davenport Elvtr. Co.

Maynard, Minn.—The elvtr. of the New London Mlg. Co. is closed.—M. Mooney, agt. Atlas Elvtr. Co.

Racine, Minn.—Dave McKee is now agt. of the La Crosse Grain Co.—W. A. Bailey, agt. Cargill Elvtr. Co.

Morristown, Minn.—We operate a 50,000-bu. elvtr. which is the only elvtr. here.—Big Diamond Mills Co.

Lake Crystal, Minn.—I have succeeded John T. Wiger as agt. of the Crystal Mlg. Co.—Andrew Sorenson.

Erskine, Minn.—The purchase of the elvtr. of the Erskine Elvtr. Co. is considered by the Farmers Club.

Dent, Minn.—I am now agt. in charge of the 30,000-bu. elvtr. of the Atlantic Elvtr. Co.—L. G. Abraham.

St. Charles, Minn.—I have taken over the elvtr. formerly owned by the St. Charles Elvtr. Co.—W. O. Persons.

Zumbro Falls, Minn.—Two men are scooping grain at this station.—Archie Rose, Jr., agt. R. E. Jones Co.

Osseo, Minn.—The elvtr. of the Osseo Elvtr. & Warehouse Co., which burned June, 1914, has not been rebuilt.

New Munich, Minn.—I am agt. for the Belgrade Flour Mill Co. which operates the only elvtr. here.—H. G. Humbert.

Ormsby, Minn.—T. A. Parsons is now agt. of the Stockdale & Maack Co.—Claus Syverson, mgr. Farmers Grain Co.

Twin Valley, Minn.—O. A. Nordby is the new agt. for the Monarch Elvtr. Co.—M. A. Heiberg, prop. Heiberg Elvtr. Co.

Tracy, Minn.—D. Ferguson is the new agt. at the elvtr. of D. H. Evans.—H. W. Peterson, agt. Eagle Roller Mill Co.

Pemberton, Minn.—We will repair our elvtr. this summer and install new machinery.—Agt. Hunting Elvtr. Co.

Mahnomen, Minn.—The Mahnomen Elvtr. Co. will make improvements in its elvtr.—R. A. Hlubek, agt. Atlantic Elvtr. Co.

Wilder, Minn.—F. O. Frederickson has succeeded M. Risgard as agt. for the St. John Grain Co.—Christensen Grain Co.

Lucan, Minn.—L. Carr is mgr. of the Springfield Mlg. Co. and I am mgr. of the Lucan Grain & Fuel Co.—H. L. Jensen.

Mallory, Minn.—Alfred Anderson is now agt. of the Crookston Mlg. Co. and I am agt. of the St. Anthony & Dakota Elvtr. Co.

Lewiston, Minn.—The 10,000-bu. elvtr. of the Lewiston Elvtr. Co. is not open. I have a 10,000-bu. elvtr. here.—J. J. Litcher.

Louisburg, Minn.—The elvtr. of the Northwestern Elvtr. Co. is closed.—H. Johnson, mgr. Farmers Mercantile Elvtr. Co.

Leeston sta. (Fertile p. o.), Minn.—Our elvtr. at this station burned and was not rebuilt.—Red Lake Falls Mlg. Co., Crookston.

Morris, Minn.—S. Stewart and H. O. Eames operate elvtrs. here. My elvtr. has been closed since last summer.—M. B. Lord.

Porter, Minn.—Erickson & Larson are out of business. They sold their elvtr. and it has not been operated since.—G. O. Miller.

London, Minn.—The regular grain dealers are Fetsen & Lukes and the Speltz Grain & Coal Co. of which I am agt.—John Reisdorf.

Woodstock, Minn.—We have taken over the elvtr. of the Benson Grain Co. and placed John Hoag in charge.—Woodstock Grain Co.

Storden, Minn.—Chris Larson has succeeded O. C. Lande as mgr. of the Storden Grain Co.—C. H. Kingsley, agt. St. John Grain Co.

Plummer, Minn.—J. O. Carlson is now agt. of the Atlantic Elvtr. Co. and I am agt. of the Hanson & Barzen Mlg. Co.—P. F. Loesch.

Viola, Minn.—The Farmers Alliance Co. has not handled grain for the last 6 years or more.—H. Luhman, agt. C. E. Richmond & Co.

Worthington, Minn.—The elvtr. of the Worthington Grain Co. at this place is operated under the name of the Humiston & St. John Co.

Owatonna, Minn.—The elvtr. of Thomas Dooley is closed. We expect to erect additional grain storage tanks.—L. G. Campbell Mlg. Co.

St. James, Minn.—The elvtrs. of F. Olson and the estate of C. J. Imholt are closed.—F. D. Keenan, agt. Great Western Grain Co.

Lismore, Minn.—Greig & Zeeman are operating the elvtr. of E. A. Brown. G. Deeg is agt.—John G. Van Roseum, mgr. Farmers Elvtr. Co.

Tyler, Minn.—The Lincoln Grain Co. has succeeded D. Sweeney and Mr. Swanson is mgr. of its 50,000-bu. elvtr. Emil Hanson is the new mgr. of the Tyler Roller Mills.—Lars Reinholdt, mgr. Farmers Elvtr. & Supply Co.

Lake Wilson, Minn.—We are now handling implements in addition to our grain business.—Melvin Stephenson, mgr. Farmers Elvtr. Ass'n.

Marna sta. (Blue Earth p. o.), Minn.—The Western Elvtr. & Grain Co. has taken over the elvtr. of the Western Elvtr. Co.—J. M. Brown, agt.

White Willow sta. (Goodhue p. o.), Minn.—Our elvtr. and the house owned by the Winona Malting Co. are closed.—Red Wing Mlg. Co., Goodhue.

Viking, Minn.—P. C. Stevens has succeeded H. C. Hanson as agt. of the Atlantic Elvtr. Co.—A. F. Anderson, agt. Spaulding Elvtr. Co.

Badger, Minn.—We will build a coal shed next summer on the railroad right-of-way.—H. B. Lee, mgr. Roseau County Farmers Elvtr. & Mercantile Co.

Wilmont, Minn.—New agts. here are C. Knutson for B. B. Anderson and Wm. Weick for E. A. Brown.—Thos. J. Enright, mgr. Farmers Elvtr. Co.

Spring Valley, Minn.—New agts. here are J. O. Pierce for the Cargill Elvtr. Co. and Robert Hughes for the Farmers Shipping Ass'n.—J. N. Graling.

Burchard sta. (Balaton p. o.), Minn.—The Western Elvtr. & Grain Co. has taken over the 15,000-bu. elvtr. of the Western Elvtr. Co.—J. F. Dikine, agt.

Barrett, Minn.—R. S. Andrist has succeeded O. F. Setterlund as agt. for the Barrett Grain Co.—E. N. Ellingson, agt. Osborne-McMillan Elvtr. Co.

Breckenridge, Minn.—The Farmers Grain & Shipping Ass'n has purchased an implement and hardware stock to be handled in connection with its elvtr.

Waverly, Minn.—The usual repairs will be made on the elvtrs. here. Walter Scott is the new agt. for the State Elvtr. Co.—E. H. Learned, agt. Cargill Elvtr. Co.

Wendell, Minn.—The Osborne-McMillan Elvtr. Co. is operating the elvtr. of the Atlantic Elvtr. Co. in connection with its own elvtr.—Martin M. Johnson, agt.

Wylie, Minn.—The Hanson & Barzen Mlg. Co. is now operating a 25,000-bu. elvtr. with J. Thill as agt.—T. P. Smidesang, mgr. Farmers Elvtr. & Mercantile Co.

Redwood Falls, Minn.—Arthur Carr is now agt. of the Eagle Roller Mill Co. and Julius Christenson of the Atlas Elvtr. Co.—A. H. Vihstadt, mgr. Farmers Elvtr. Co.

Perley, Minn.—New agts. at this station are N. G. Peterson for the Lee Elvtr. Co. and Edward Ellingson for the Perley Trading Co.—C. O. Eian, agt. Monarch Elvtr. Co.

Marshall, Minn.—Our storage capacity was increased last year to 210,000 bus. Franklin Edwards is sec'y-mgr. of our company.—H. N. Wollin, of Marshall Mlg. Co.

Oslo, Minn.—The Farmers Elvtr. Co. has been organized and articles of incorporation have been adopted. The company expects to build an elvtr.—A. A. Lee, Hatton, N. D.

Vernon Center, Minn.—Three men are scooping grain here. The regular dealers are the C. S. Christensen Co. and Hubbard & Palmer Co., of which I am agt.—H. C. Kraus.

Renville, Minn.—A. Henning is now agt. of the Crown Elvtr. Co., A. R. Halmberg is mgr. of the Farmers Elvtr. Co. and I am agt. of the Pacific Elvtr. Co.—E. W. Langer.

Duluth, Minn.—When the scaffolding on the tank construction at the Consolidated Elvtr. Co.'s new plant fell recently, 2 men working on it were injured, but not seriously.

North Redwood, Minn.—The elvtrs. here are operated by the Farmers Elvtr. Co. with Wm. Haskins as mgr., and the Pacific Elvtr. Co., of which I am agt.—H. G. Tradewell.

Red Lake Falls, Minn.—James Cry is agt. of our elvtr. on the Great Northern and M. Marshall is agt. of our house on the Northern Pacific.—Red Lake Falls Mlg. Co., Crookston.

Red Wing, Minn.—Fred Englehart is now mgr. of the Minnesota Malting Co. and Harris G. Nelson of the Red Wing Linseed Co.—W. C. Krise, sec'y-mgr. Red Wing Malting Co.

Taunton, Minn.—G. W. Van Dusen & Co. has taken over the 20,000-bu. elvtr. of the Western Elvtr. Co. and placed Lars Groug in charge.—D. F. Salmon, mgr. Farmers Produce Co.

Rustad, Minn.—We bot the 20,000-bu. elvtr. of the Imperial Elvtr. Co. last July and now own both elvtrs. at this station.—Sam Rustad, sec'y-mgr. Farmers Elvtr. & Trading Co.

Simpson, Minn.—The Cargill Elvtr. Co. has been out of business since March, 1914. I have the only elvtr. now in operation here. Two men are scooping grain here.—L. D. Harris.

Benson, Minn.—The recently incorporated Benson Mill & Elvtr. Co. will move its mill to St. Paul about May 1. A location for the plant and its headquarters has been secured.

Clarissa, Minn.—The National Elvtr. Co. is operating the elvtr. of the Interstate Grain Co. Its old house has been sold to the farmers for a potato warehouse.—J. T. Nutting, agt.

Mentor, Minn.—Ole Torkelson is agt. of the St. Anthony & Dakota Elvtr. Co. and Anton Gilbertson is mgr. and Louis Larson, buyer, of our company.—Mentor Co-operative Co.

Seaforth, Minn.—W. R. Goudy is now mgr. of the Farmers Grain & Fuel Co. which contemplates installing a 10-h. p. kerosene engine.—Pierre Kremer, agt. Bingham Bros.

Royalton, Minn.—We have succeeded J. G. Bargabos. New agts. here are M. M. Sauer for the Powers Elvtr. Co. and D. Fussy for the Royalton Mlg. Co.—J. G. Bargabos & Son.

Minnesota Lake, Minn.—Ed. Dehring is mgr. of the Byrnes & Heath Elvtr. Co., Guy Troner is mgr. of the Farmers Elvtr. Co., and I am agt. of the Bennett Grain Co.—F. P. Brecht.

Northrop, Minn.—I am operating the elvtr. and lumber yard, which I bot from the Hubbard & Palmer Co., of which I was agt. for about 14 years, under my own name.—A. C. Becker.

Thief River Falls, Minn.—New agts. here are N. K. Nelson for the Hanson & Barzen Mlg. Co. and Joe Johnson for the Red Lake Falls Mlg. Co.—G. B. Plummer, mgr. Farmers Exchange Elvtr. Co.

Hendricks, Minn.—New agts. at this station are E. C. Johnson for Geo. P. Sexauer & Son and Oliver Buseth for one of the elvtrs. of the Farmers Elvtr. Co., and Ole Ruttum for its other elvtr.

Preston, Minn.—The elvtr. of the Milwaukee Elvtr. Co., of which I am agt., is the only elvtr. open at this point. The elvtrs. of A. G. Olson and the Wykoff Grain Co. are closed.—C. L. Moore.

Magnolia, Minn.—D. E. Connelly is mgr. of the Farmers Elvtr. Co. and I am agt. of the Hubbard & Palmer Co., which is using the elvtr. of the H. Poehler Co. as well as its own.—A. K. Turner.

Nielsville, Minn.—New agts. here are Peter Houske for the Crookston Mlg. Co., W. Howland for the Northwestern Elvtr. Co., and myself for the St. Anthony & Dakota Elvtr. Co.—L. Netteberg.

Wells, Minn.—Byrnes & Heath have succeeded Byrnes Bros. and operate elvtrs. at Minnesota Lake, Mankato, Alpha, Iowa Lake and Huntley, with headquarters at this place.—Wells Flour Mlg. Co.

Winnebago, Minn.—The grain machinery has been taken out of the elvtr. owned by the Bowman Lumber Co. and it is now used for storing lumber and cement.—C. A. Nachbar, mgr. Nachbar & Co.

Moorhead, Minn.—P. Westling is now mgr. of the Farmers Elvtr. Co., Fred O. Olsen is mgr. of the N. J. Olsen Co. and I am mgr. of the Baldwin Elvtr. Co. and the Baldwin Flour Mills.—L. P. Wood.

Parkers Prairie, Minn.—The elvtrs. here are owned by the Northland Elvtr. Co., C. Ahlf, agt.; Woodworth Elvtr. Co., T. H. Knott, agt., and our firm, of which G. H. Shoutz is a member.—Shoutz & Kraemer.

Stephen, Minn.—O. Egeland is no longer mgr. for Lars Mikkelsen, who is operating his elvtr. himself. H. Hoper is mgr. and E. A. Kindler, buyer, for the Farmers Mercantile & Elvtr. Co.—James Gillespie.

Barnesville, Minn.—John McGrath and the Barnesville Roller Mills are not operating elvtrs. at present. The Red River Seed-Produce Co. has engaged in business and operates a 20,000-bu. warehouse.

Ruskin sta. (Fariabault p. o.), Minn.—We contemplate making some improvements during the coming season. The Farmers Land, Loan & Grain Co. is not in business here.—W. Gordon, agt. Milwaukee Elvtr. Co.

Wolverton, Minn.—Theo Hanson took charge of the elvtr. of the St. Anthony & Dakota Elvtr. Co. about Jan. 1. H. Skrei is the new agt. for the Monarch Elvtr. Co. and H. Evenson for the Wolverton Elvtr. Co.

Peterson, Minn.—The elvtr. of the La Crosse Grain Co. has been sold to a local firm, but I do not know the name. The elvtr. has not been operated for the last 3 years.—A. O. Boyum, mgr. Farmers Elvtr. Co.

West Union, Minn.—Albert Marthaler has succeeded Hugh Owen, who resigned as agt. of the Erwin Elvtr. Co. I have been transferred by J. Borgerding Co. from their elvtr. at Bowlus to this place.—Louis Chirhart.

Wabasso, Minn.—The elvtr. of the Wabasso Mill Co., which burned 2 years ago, has not been rebuilt. August Floetow is now agt. of the Springfield Mlg. Co.—C. A. Schroeder, mgr. Farmers Grain & Fuel Co.

Slayton, Minn.—The elvtrs. at this station are owned by the Farmers Elvtr. Ass'n, of which C. W. Rathlisberger is mgr., and the St. John Grain Co., of which I am agt. The elvtr. of the Benson Grain Co. is closed.—Wm. March.

Lake City, Minn.—F. W. Phelps has been out of the grain business for some time. The Tennant & Hoyt Co. buy wheat only. I am agt. for the James A. Smith Elvtr., which is owned by the Jas. A. Smith Lumber Co., of Osage, Ia.—E. L. De Marce.

Pelican Rapids, Minn.—Quinlan & Sethre have taken over the elvtr. of A. J. Morrison, which they operate as the Independent Elvtr. with O. I. Sethre as mgr. Geo. S. Heiberg is owner and mgr. of our elvtr., which we opened last fall.—Heiberg Elvtr. Co.

Donaldson, Minn.—The damage to my office and contents by a recent fire amounted to about \$250, all covered by insurance. No grain was damaged. The fire apparently started from the stove. Repairs will be made as soon as the weather permits.—O. Halvorseth.

Lockhart, Minn.—The regular grain elvtr. operators are the J. S. Cusick Elvtr. Co., of Minneapolis, Geo. Mayer, agt., which built a 20,000-bu. elvtr. last summer, and the St. Anthony & Dakota Elvtr. Co., of which I am agt. All others here are scoopers.—R. W. Wilkens.

Round Lake, Minn.—B. B. Anderson has taken over the 20,000-bu. elvtr. of the Stockdale & Maack Co. and is operating it in connection with his own elvtr., with S. P. Bach as agt. The Farmers Grain & Mercantile Co. operates the other elvtr. here with E. A. Tripp as mgr.

Northcote, Minn.—This station now has only 2 elvtrs., one owned by the St. Anthony & Dakota Elvtr. Co., which is closed, and the other owned by the Monarch Elvtr. Co., of which I am agt. The elvtrs. of the Federal Elvtr. Co. and the Armenia Elvtr. Co. have been moved away.—M. E. Bosworth.

Alberta, Minn.—I will open the elvtr. I recently bot from G. H. Stewart under the name of the Alberta Grain Co. about Apr. 15. The company will be incorporated with myself as sec'y-treas. and buyer. The Cargill Elvtr. Co. will appoint an agt. to succeed me at its elvtr. here.—Geo. A. Johnson.

St. Paul, Minn.—Capital City Mlg. & Grain Co. incorporated; capital stock, \$100,000; incorporators, W. E. Coles, Jr., Benson, Minn., pres., T. K. Coles, vice-pres., and Clarence A. Serum, sec'y. The company will move its plant at Benson to this place and will install new machinery and engage in the grain and milling business by May 15.

Rochester, Minn.—The elvtr. of Boler & Scanlon burned some time ago. The elvtr. of James Keating is closed, as it is in bad condition. We have bot the elvtr. of the Cargill Elvtr. Co. and now have a total storage capacity of 60,000 bus. The G. C. Stevenson Co. operates an elvtr. and also the Western Grain & Coal Co., of which Walter C. Caustin is agt.—Leonard Bros.

Marietta, Minn.—The regular grain dealers are the Farmers Elvtr. Co., Chas. Danielson, mgr.; Pacific Elvtr. Co., A. R. Silvernale, agt.; Security Elvtr. Co., C. P. Ronald, agt.; Great Western Grain Co., Peter Larsen, agt., and our firm. We bot and began operating our elvtr. last September, which was too late in the season to do much repairing, but we hope to make improvements this summer.—C. E. Jenkins, of C. E. Jenkins & Son.

Revere, Minn.—The annex to the elvtr. formerly owned by Mann & Welch has been wrecked by R. A. Storm, of Brookings, S. D., and the lumber was shipped to that place to be used in erecting farm buildings. The main elvtr. of Mann & Welch was sold to the Farmers Elvtr. Co., which gives that company 2 elvtrs. with a total capacity of 45,000 bus. This elvtr. will be rebuilt, 10 ft. will be added to its height, and a new foundation will be put under it. A new engine and new and larger elevating machinery will be installed.—A. M. Swanson, agt. Eagle Roller Mill Co.

MINNEAPOLIS LETTER.

A petition, to do away with trading in privileges at the Chamber of Commerce until legalized by legislative action, is being circulated.

The Pillsbury Flour Mills Co. has let contract for a 9-story addition to its plant to the Barnett & Record Co. The building is expected to be ready by Oct. 1.

Traveling representatives' licenses have been applied for by F. W. Werdin to represent the Hoover Grain Co., and J. P. Peterson to represent Stair, Christensen & Timmerman.

An elvtr. owned by the Central Mlg. Co., containing thousands of bus. of wheat, burned Mar. 13 with an estimated loss of \$18,000. Starting at a loading platform, flames spread thru the wooden interior of the structure which was covered with corrugated iron.

Corporate membership privileges in the Chamber of Commerce have been granted to the Middle West Grain Co. and the McGuire-Haley Co. The Red Wing Malting Co. has withdrawn from membership and the memberships of the following have been transferred: From F. M. Davies to A. Owen, W. C. Krise to Arthur McGuire and from C. L. Goggins to Jourgen Olson.

A meeting of the creditors of the P. B. Mann-Anchor Co., bankrupt, will be held Mar. 28 to examine and pass upon claims filed but not allowed, if any; to determine the disposition to be made of the unsold elvtrs. of the bankrupt estate; to sell and dispose of all claims against Sarah M. Passmore, Wm. Passmore, Andrew F. Brenner and John P. Brenner, jointly or severally, and to sell all the right, title and interest of the bankrupt in and to the good will and trade name of the company.

MISSOURI

Waverly, Mo.—W. A. Genth & Co. are repairing their elvtr.

Centerview, Mo.—J. R. Bozarth has sold his elvtr. to W. H. Durrett.

Russellville, Mo.—W. E. Hunsaker contemplates the erection of an elvtr.

St. Peters, Mo.—We expect to discontinue the grain business.—N. & F. Schneider.

Silex, Mo.—The Farmers Elvtr. Co. expects to start building an elvtr. immediately.—X.

Mt. Vernon, Mo.—We will install a new power plant at our elvtr.—Holland-O'Neal Mlg. Co.

St. Joseph, Mo.—John C. Bailey, 47 years of age, traveling solicitor for the Frederick Grain Co., died Mar. 10.

Brown's Spur (no p. o.), Mo.—We are building a 15,000-bu. concrete elvtr. A corn sheller will be installed.—Scott County Mlg. Co., Sikeston.

Bertrand, Mo.—We have let contract for a 15,000-bu. concrete elvtr. which will be equipped with a corn sheller.—Scott County Mlg. Co., Sikeston.

Wellsville, Mo.—We have sold our elvtr., grain and feed business to Gus Gastler & Son, who took possession on Mar. 15.—Winkler & Trullinger.

Helena, Mo.—The elvtr., which Carl Andrews, of Cardon, Kan., recently acquired here, was formerly operated by the J. L. Frederick Grain Co.—X.

Tanner sta. (Morehouse p. o.), Mo.—We have let contract for a 15,000-bu. concrete elvtr., equipped with a corn sheller.—Scott County Mlg. Co., Sikeston.

Noxall, Mo.—The Scott County Mlg. Co., of Sikeston, has let contract for a 15,000-bu. elvtr., equipped with a corn sheller. This station is on the Frisco.

Essex, Mo.—Work is progressing on our new 15,000-bu. concrete elvtr. for which we recently let contract. A corn sheller will be installed.—Scott County Mlg. Co., Sikeston.

St. Marys, Mo.—The St. Marys Mlg. Co. has contracted for the erection of a 100,000-bu. concrete elvtr. The Burrell Engineering & Construction Co. has the contract.

St. Peters, Mo.—The recently organized Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, Henry Zumbel, John Richterkessing and Henry Bekebrede.

Clinton, Mo.—The elvtr. and mill of the J. H. Kracke Mlg. Co., containing a large amount of grain, burned Mar. 12. The damage is \$20,000, partly covered by insurance.

Maysville, Mo.—The report that the Farmers Elvtr. Co. operates an elvtr. here is incorrect. The only one at this station is owned and operated by the Shannon Grain Co.—X.

Oran, Mo.—Our new 200,000-bu. concrete elvtr. has been in operation since Jan. 21. The Burrell Engineering & Construction Co. had the contract.—Scott County Mlg. Co., Sikeston.

Champion sta. (Matthews p. o.), Mo.—We are building a concrete elvtr. on the Frisco. It will have a capacity of 15,000 bus. and will be equipped with a corn sheller.—Scott County Mlg. Co., Sikeston.

Vandalia, Mo.—E. K. Butts has retired from the grain business. W. W. Butts, his father, has opened an office and he is helping him. K. A. Cobb has opened an office at Mr. Butts' old stand and this station now has 3 grain firms and the mill buying, shipping and retailing grain, hay and feed.—J. F. Coontz.

The following have been appointed on the membership com'te to work in connection with the sec'y to secure new and acceptable members of the Missouri Grain Dealers Ass'n: S. R. Carter, Hannibal; T. A. Bryant, St. Louis; John N. Flynn, St. Joseph; D. B. Kevil, Sikeston, and A. C. Harter, Sedalia.

Sikeston, Mo.—Our new elvtr., now under construction, will give us a total storage capacity here of 800,000 bus. Contract for this elvtr. and for our other elvtrs. now being built, were let to the Burrell Engineering & Construction Co. Western machinery will be used in these houses.—Scott County Mlg. Co.

Membership in the Missouri Grain Dealers Ass'n has been applied for by the following: Fayette Mill & Elvtr. Co., Fayette; Bertrand Mercantile Co., Bertrand; Horstman & Weisbrodt, Alma; Coker Elvtr. Co., Sedalia; Mid-West Grain Co., St. Joseph; T. A. Bryant, St. Louis; Napoleon Elvtr. Co., Napoleon, and Buck & Toole Mlg. Co., Bloomfield. A. C. Yontz, Tipton, and C. M. Moss, Walker, have been expelled from membership for failure to arbitrate.—J. A. Gunnell, sec'y.

KANSAS CITY LETTER.

I have moved from this city to Salina, Kan.—E. L. Rickel.

Kenneth G. Irons has been admitted to membership in the Board of Trade.

Fred C. Hoose, mgr. for the Norris Grain Co. at this city, recently underwent an operation.

Samuel Hardin, member of the Board of Trade, is suffering from heart disease at a local hospital.

P. G. Hale, active mgr. of the C. V. Fisher Grain Co., was elected sec'y-treas. of the company at its recent annual meeting.

I have accepted a position as supt. of the new elvtr. of the Norris Grain Co., which will be in running order by Apr. 1.—J. H. Roennfeldt, formerly supt. Indianapolis Elvtr. Co., Indianapolis, Ind.

Frank E. Essex, pres. of the Standard Grain & Mlg. Co., died Mar. 11, following a fall in his home. He was 52 years of age and unmarried. He had been a member of the Board of Trade since 1893.

Willard Pierce, 92 years of age, who retired from the grain business about 10 years ago, died Mar. 12. He was one of the earliest grain dealers of this city and enjoyed the distinction of having bot the first membership in the Board of Trade.

ST. LOUIS LETTER.

The George P. Plant Mlg. Co., operating a 250,000-bu. elvtr., will let contract soon for a concrete and steel building to house a 2,000-bbl. mill which will replace the company's present mill.

J. J. Wade & Sons, of Memphis, Tenn., have opened a branch office in the Merchants Exchange Bldg., with R. A. Williamson in charge. The firm recently applied for membership in the Merchants Exchange.

On account of the recent accidental death of our Mr. Erskine B. Russell, we have decided to close our office here and concentrate all efforts at Kansas City.—James N. Russell, pres. Russell Grain Co., Kansas City.

The estate of the late H. F. Langenberg, pres. of the Langenberg Bros. Grain Co., is valued at \$357,781.03. His stock in the Langenberg Mlg. Co. at Republic is valued at \$112,000 and his interest in the grain company at this city is placed at \$105,000.

David R. Francis, of the D. R. Francis Commission Co., former pres. of the Merchants Exchange, has been appointed ambassador to Russia. Members of the exchange and other business men are making arrangements to give a farewell banquet to him.

A resolution has been adopted by the directors of the Merchants Exchange that the various railroads entering into or diverging from St. Louis or East St. Louis, Ill., be made acquainted with St. Louis' needs for increased terminal elvtr. facilities, and their co-operation be urged along similar lines afforded the grain trade in other large competitive markets. A com'te, consisting of John O. Ballard, chairman, and 20 grain dealers and business men, was appointed to take this matter up with the railroads.

MONTANA

Hysham, Mont.—The new elvtr. of the Farmers Elvtr. Co. has just been completed.

Helena, Mont.—We will not operate an elvtr. but will handle grain, hay, flour and feed.—Schierts & Ries.

Chester, Mont.—The Equity Exchange has completed its 30,000-bu. iron clad cribbed elvtr., with attached gasoline power house. An automatic scale and manlift have been installed.

Forsyth, Mont.—We have purchased the elvtr. of Ladd & Nelson and will change our principal place of business from Melstone to this city.—A. R. Thurston, sec'y Musselshell Valley Grain Co.

Great Falls, Mont.—We recently incorporated for the purpose of buying and selling grain and seeds. Great Falls will be the principal place of business.—A. E. Barkemeyer, pres. Barkemeyer Grain & Seed Co.

Roundup, Mont.—Hayden & Sparks are building a mill which will have a storage capacity of from 10,000 to 12,000 bus. for the present and will be enlarged later. The Northwest Mill Construction Co. has the contract.

Harlowton, Mont.—The Montana Flour Mills Co. has let contract for the erection for several additional steel storage tanks to the Hickok Construction Co. This addition will cost about \$30,000 and will practically double the capacity which is now 200,000 bus.

Helena, Mont.—The mid-winter meeting of the Northwestern Grain Dealers Ass'n was held Mar. 11 with about 20 dealers in attendance, including the officers and directors. It was devoted entirely to routine business and to informal discussion of rates, sidetracks and other business affairs. Two sessions were held, at which H. S. Anderson, pres., was chairman; and a banquet in the evening, at which Robert T. Trask, vice pres., was toastmaster. Among those present were R. J. Walker, Geyser; C. D. Toulsey, Minneapolis, Minn.; C. D. Dixon, Columbus; J. R. Swift, Lewistown; Ralph E. Gillman, Townsend; E. W. Dittis, Joplin; Leslie F. Miller, Billings; Peter T. Berven, C. Braithwaite, Chris Jensvold and N. J. Nesheim, Roundup; W. T. Greeley, Ft. Benton; W. W. Haight, A. E. Barkemeyer, D. R. Fisher, J. Watkins, J. W. Goodman and H. N. Stockett of Great Falls; John Ruttle, Twin Bridges; Robert S. Bailey, Belgrade; Charles A. Richmond, Townsend; Chas. Vandenhook, C. W. Sweet, Bozeman; H. S. Anderson, Stanford; Robert T. Trask, Bozeman.

NEBRASKA

Lane, Neb.—Farmers are organizing to operate an elvtr. here.

Smyrna, Neb.—The Smyrna Co-operative Elvtr. Co. has been dissolved.

Brownville, Neb.—I am now agt. of the Duff Grain Co.—B. C. Wakefield.

Millard, Neb.—I have succeeded Van Dohren Bros.—Henry Von Dohren.

Geneva, Neb.—I am now agt. of the Hynes Elvtr. Co.—E. O. McKibben.

Bladen, Neb.—The elvtr. of the Hynes Grain Co. is closed.—Gund & Sien.

Rockford, Neb.—The Wright-Leet Grain Co. has repaired its hopper scales.

Naponee, Neb.—Joe Metts, of Alma, has taken charge of the Farmers Elvtr. Co.

Howe, Neb.—We are bothered with scoop shovelers at this station.—E. J. Tucker.

David City, Neb.—W. F. Howe is the new agt. of the Nye Schneider Fowler Co.

Belvidere, Neb.—Joe West is now agt. of the elvtr. of J. Delaney.—A. G. Burruss.

Schuyler, Neb.—The office of the Wells-Abbott-Nieman Mlg. Co. is being enlarged.

Clarks, Neb.—G. W. Sheppard, of Ceresco, has taken charge of the Farmers Elvtr. Co.

Douglas, Neb.—I have been appointed sec'y-mgr. of the Farmers Elvtr. Co.—F. H. Robb.

Ulysses, Neb.—The Ulysses Grain Co. has been incorporated with a capital stock of \$10,000.

De Witt, Neb.—I have been engaged as agt. of the Wright-Leet Grain Co.—E. A. Brewer.

Bethany, Neb.—I have taken over the 10,000-bu. elvtr. of Ellis & Murphy.—J. M. Murphy.

Lexington, Neb.—H. P. Nielsen has succeeded Skade & Nielsen.—Lexington Mill & Elvtr. Co.

Phillips, Neb.—The Aurora Mlg. Co. which operated a 15,000-bu. elvtr., is out of business.

Daykin, Neb.—I have succeeded S. K. Babers as agt. for the Lincoln Grain Co.—J. C. Welch.

Elmwood, Neb.—The Farmers Union has bot the elvtr. of A. I. Bast & Co.—J. H. Rogge & Co.

Bee, Neb.—I took charge of the elvtr. of the Updike Grain Co. on Mar. 1.—Rudolph Strunc.

Loup City, Neb.—The Farmers Union Ass'n has been incorporated with a capital stock of \$15,000.

Inavale, Neb.—A scooper is getting some grain here. I operate the only elvtr.—Charles Hunter.

Dunbar, Neb.—The Duff Grain Co. has placed Wm. G. Hall in charge of its elvtr.—John G. Murray.

Duncan, Neb.—Gerald Goodman has succeeded I. G. Holdridge as mgr. of the Farmers Elvtr. Co.

Litchfield, Neb.—D. W. Titus has closed his elvtr. and will not open until next fall.—C. E. Achenbach.

Ogallala, Neb.—Frank H. Little, mgr. of the elvtr. here, was married Mar. 15 to Miss Bessie K. Hamilton.

Brule, Neb.—I have succeeded O. P. Kilgore as agt. for the Trans-Mississippi Grain Co.—Leo H. Martin.

Cedar Bluffs, Neb.—We may install new power this summer.—E. F. Peck, mgr. Farmers Union Ass'n.

Belden, Neb.—The elvtr. of the McCaull-Webster Elvtr. Co. is closed.—J. G. Myers, agt. John McQuillen.

St. Paul, Neb.—The elvtr. of the Omaha Elvtr. Co. is closed.—G. H. Bacon, agt. Cooch Mlg. & Elvtr. Co.

Bristow, Neb.—I have succeeded J. C. Pharris as agt. for the Nye Schneider Fowler Co.—O. T. Anderson.

Rohrs sta. (Auburn p. o.), Neb.—I became mgr. of the Farmers Elvtr. Co. on Mar. 15.—H. Schellenberg.

Greeley, Neb.—The elvtr. of the W. T. Barstow Grain Co. is closed.—A. L. Hepp, agt. T. B. Hord Grain Co.

Red Cloud, Neb.—C. A. Herrick has succeeded Wm. Crabill as agt. of the Duff Grain Co.—C. A. Herrick.

Spalding, Neb.—The elvtr. of the Omaha Elvtr. Co. is not in use.—Chas. C. Brannen, agt. T. B. Hord Grain Co.

Ayr, Neb.—I am now treas. and mgr. of the Ayr Grain & Supply Co., succeeding O. P. Ellis.—G. F. Bonham.

Huntley, Neb.—A scoop shoveler is buying grain at this station.—Van Wickel Grain & Lumber Co., York.

Endicott, Neb.—I have succeeded W. F. Boniwitz as mgr. of the Endicott Equity Exchange.—T. F. Crawford.

Burr, Neb.—L. W. Douglas, mgr. of the elvtr. of the Baker-Crowell Grain Co., will leave soon for Emporia, Kan.

Sidney, Neb.—We have succeeded the C. W. Hornaday Merchandise & Grain Co.—Cheyenne County Trading Co.

Fairbury, Neb.—I expect to enlarge my elvtr. to double the present capacity and will install a grinder.—O. Vanier.

Emerson, Neb.—The elvtr. of the Saunders-Westrand Co. is closed.—I. A. Olmsted, agt. Crowell Lumber & Grain Co.

Pleasanton, Neb.—We are now handling lumber in connection with our elvtr.—D. Phillips, mgr. Farmers Grain Co.

Shickley, Neb.—R. Brown has succeeded F. Johnson as agt. for J. Delaney.—G. W. Powell, agt. Central Granaries Co.

Lincoln, Neb.—I have engaged in the cash grain business with offices in the First National Bank Bldg.—W. D. Russell.

Nickerson, Neb.—A scoop shoveler is getting some grain at this station.—W. L. Seidel, agt. Nye Schneider Fowler Co.

Foster, Neb.—L. D. Story is the present mgr. of the Farmers Grain Co.—F. D. Hancock, agt. Nye Schneider Fowler Co.

Carroll, Neb.—The elvtr. of the defunct P. B. Mann-Anchor Co. is closed.—W. E. Williams, mgr. Farmers Union Ass'n.

Ashland, Neb.—I am operating my recently acquired elvtr. under the name of the Ashland Grain Co.—N. P. Nelson.

Edison, Neb.—Sam Abraham is the new agt. in charge of the E. Stockham Grain Co.—E. E. Gockley, mgr. Rankin Bros.

Bertrand, Neb.—We are organizing a company to buy or build an elvtr. B. J. Conlin is pres.—Farmers Equity Union.

Boone, Neb.—I am mgr. of the Farmers Co-operative Ass'n which succeeded the Omaha Elvtr. Co. here.—D. J. Sweeney.

Beaver Crossing, Neb.—Wm. Severns is chairman and Louis Geis, sec'y-treas., of the recently organized Farmers Grain Co.

Farnam, Neb.—The Nebraska Grain & Mlg. Co. has succeeded Hugh A. McPherson.—C. J. Craven, agt. Central Granaries Co.

Cowles, Neb.—A farmers elvtr. company from another station is scooping grain here.—Wm. Motter, agt. Koehler-Twidale Elvtr. Co.

Upland, Neb.—We will do some repairing this summer and will probably install new machinery.—Peoples Grain, Coal & L. S. Co.

Odell, Neb.—Oscar Newell, who resigned as agt. of the Nye Schneider Fowler Co. at Exeter, is now with the Farmers Elvtr. Co. here.

Mascott, Neb.—A scoop shoveler is buying some grain at this station. We are the only regular elvtr. operators.—J. M. Grace & Co.

Bartley, Neb.—The Farmers Equity Union has organized but nothing has been done so far regarding buying or building.—E. E. Smith.

Craig, Neb.—An elvtr. will be built by the newly organized Farmers Union.—Fred E. Ericson, agt. Holmquist Grain & Lumber Co.

Redwillow sta. (McCook p. o.), Neb.—The elvtr. of Wm. McCallum & Co. is closed.—Herbert Hedges, mgr. Redwillow Equity Exchange.

Lindsay, Neb.—The Farmers Elvtr. Co. will wreck its old house and build a 25,000-bu. elvtr.—Peter Schad, agt. Nye Schneider Fowler Co.

Royal, Neb.—We have a site here and may build an elvtr. if conditions are right and crop prospects good.—Fletcher Grain Co., Orchard.

Bloomington, Neb.—The Farmers Equity Exchange has purchased a stock of implements which it will handle in connection with its elvtr.

Schuyler, Neb.—We will not build an elvtr. as we bot the elvtr. of the T. B. Hord Grain Co.—Edward W. Zerzan, mgr. Farmers Grain Co.

Dorchester, Neb.—L. Parker has succeeded W. J. Reid as mgr. of the Farmers Grain & L. S. Co.—Chas. W. Sackett, agt. Central Granaries Co.

Denman sta. (Hastings p. o.), Neb.—Scoopers are getting some grain at this station.—Wade Morrison, mgr. Denman Grain & Lumber Co.

Mapps sta. (York p. o.), Neb.—The recently organized Farmers Elvtr. Co. has taken over the elvtr. of the Van Wickel Grain & Lumber Co.

Laurel, Neb.—The elvtr. of John McQuillen has been closed for the summer. A. T. Warren is the new agt. of the Atlas Elvtr. Co.—Peck & Larson.

Stoddard, Neb.—Scoop shovelers have loaded some grain here. We own the only elvtr. at this station.—Davey Bros.

Eustis, Neb.—We have enlarged our office and installed a 20-h.p. engine and an automatic scale.—J. W. Velte, mgr. Eustis Grain & L. S. Ass'n.

Raymond, Neb.—Co-operative Grain Co., incorporated; capital stock, \$25,000; incorporators, H. H. Forke, pres.; J. Rex Wilson, sec'y, and others.

Bruning, Neb.—F. W. Bowman, Jr., has succeeded W. F. Middendorf as mgr. of the elvtr. for J. Delaney. Wm. H. Hinkle is now agt. for C. J. Miles.

Lebanon, Neb.—D. H. Adams of Omaha has succeeded me as agt. for the Duff Grain Co. and I have been transferred to Syracuse.—F. W. Hoobler.

Fullerton, Neb.—It is reported that the Omaha Elvtr. Co. sold its elvtr. to the Fullerton Mlg. Co., whose elvtr. burned Feb. 26.—Kent & Burke Co.

Bloomfield, Neb.—The McCaull-Webster Elvtr. Co. will overhaul and repair its elvtr. during the summer.—J. H. Grothe, agt. McCaull-Webster Elvtr. Co.

Murdock, Neb.—The Farmers Union has succeeded the Wright-Leet Grain Co. and engaged Stephen Leis as mgr.—C. O. Morgan, agt. Lincoln Grain Co.

Hoskins, Neb.—The elvtr. of the defunct P. B. Mann-Anchor Co. has been closed for more than a year.—A. F. Ruhlman, mgr. Farmers Grain & L. S. Co.

Motala sta. (Minden p. o.), Neb.—We will build coal sheds and a 5-room warehouse at a cost of about \$2,000.—F. M. Saum, mgr. Farmers Grain & Supply Co.

Greenwood, Neb.—The Railsback Grain Co. is now operating its elvtr. which has been leased to the Duff Grain Co. W. E. Hand has been retained as agt.

Ithaca, Neb.—The Farmers Co-operative Co. has been organized with a capital stock of \$20,000. The purchase of one of the elvtrs. here is being considered.

Foley sta. (David City p. o.), Neb.—The Farmers Grain Co. will build several new coal bins in the near future.—John M. Adkison, agt. Nebraska Elvtr. Co.

Midway sta. (Redington p. o.), Neb.—The Gooch Mlg. & Elvtr. Co. is installing a new 9-h.p. gas engine in its elvtr.—G. R. Patterson, agt., R. No. 2, St. Paul.

Yanka sta. (Brainard p. o.), Neb.—W. J. Hunt, formerly mgr. of the Farmers Elvtr. Co. at Cavour, S. D., has bot an elvtr. here and will take possession Apr. 1.

Millerton, Neb.—A movement has been started to organize a farmers elvtr. company.—John Adkison, agt. Nebraska Elvtr. Co., Foley sta. (David City p. o.).

Aurora, Neb.—The Aurora Mlg. Co., which operated an 80,000-bu. elvtr. and mill, is out of the milling business as its mill burned down about 2 years ago.

Funk, Neb.—We will remodel and repair our elvtr. U. S. Cobb is the new mgr. of the Funk Grain & Elvtr. Co.—E. B. Person, agt. J. W. Anderson Grain Co.

Chester, Neb.—E. P. Brown has succeeded D. J. Howard as agt. of the Central Granaries Co., and the Brown Lumber Co. has taken over the elvtr. of O. L. Brown.

Brainard, Neb.—I have recently been appointed agt. of the Dawson Grain Co. and A. J. Proskovec is now agt. of the Nye Schneider Fowler Co.—A. J. Bratsovsky.

Pender, Neb.—We will build a 15,000-bu. annex to our elvtr. this spring which will give us a total capacity of 40,000 bus.—J. F. Westrand, mgr. John F. Westrand Co.

Agnew, Neb.—We bot the elvtr. of the Omaha Elvtr. Co. and opened for business Mar. 16. P. E. Erickson is pres. and H. L. Deane, mgr. of our company.—Farmers Elvtr. Co.

Kearney, Neb.—The elvtr. of the Farmers Elvtr. Co. is closed and has been most of the time since it was built about 12 years ago.—Frank Roby, prop. Kearney Flour Mills.

Potter, Neb.—We have enlarged our elvtr. and installed a cleaner and grinder. R. Babcock is now mgr. of the Farmers Elvtr. Co.—C. W. Johnson & Sons.

Benedict, Neb.—H. I. Johnson has succeeded N. E. Ensey who resigned Feb. 25 as agt. of the Koehler-Twidale Elvtr. Co.—Andrew Houston, mgr. Farmers Grain Ass'n.

Plainview, Neb.—The elvtr. of the McCaull-Webster Elvtr. Co. is closed. A. Hamel is now agt. for the Nye Schneider Fowler Co.—F. A. Paine, mgr. Walrath & Sherwood Lumber Co.

Cook, Neb.—The plant of the Cook Mill & Elvtr. Co., owned by L. A. Hanks, is closed. J. E. Schoenthal is now mgr. of the Cook Lumber & Grain Co.—H. V. Cook, mgr. Farmers Lumber Co.

Wareham, Neb.—The Farmers Union will shovel grain from a platform into cars. The C., B. & Q. will build a depot and put in an agent here.—T. B. Moore, agt. McCaull-Webster Elvtr. Co.

Havelock, Neb.—Geo. W. Venner has sold his interest in the elvtr. of Geo. W. Venner & Son to his son, C. S. Venner. The new firm name has not been decided upon.—Aden Grain, Feed & Coal Co.

Clarkson, Neb.—Joseph Jirovec is the new agt. of the Nye Schneider Fowler Co. and Anton Bartak, is now mgr. of the Clarkson Mlg. & Grain Co.—A. Dusatko, agt. Crowell Lumber & Grain Co.

Exeter, Neb.—The Updike Grain Co. has succeeded J. Delaney and Joe Coates has been retained as agt. Geo. Horton is again agt. for the Nye Schneider Fowler Co.—S. G. Manning, mgr. Exeter Elvtr. Co.

Vista sta. (Ponca p. o.), Neb.—I have been operating the elvtr. of the P. B. Mann-Anchor Co. since that company went into the hands of a receiver about a year ago.—F. C. Carpenter, former agt.

Riverdale, Neb.—The elvtr. of E. D. Gould is closed and R. L. Prascher, former agt., is now farming. We have added lumber and implements to our elvtr. business.—O. G. Knox, mgr. Farmers Elvtr. Co.

Cheney, Neb.—I am building an iron clad cribbed 20,000-bu. elvtr. on the B. & M. R. R. G. H. Birchard has the contract for the house which will be up-to-date in every respect.—T. C. Wilson, Walton.

Colon, Neb.—The Farmers Union Ass'n has bot the 22,000-bu. elvtr. of the Colon Grain & Stock Co. and I have been retained as mgr. Roy Konklin is the new agt. of the Nye Schneider Fowler Co.—L. E. Wise.

Blue Springs, Neb.—The Wendle Grain Co. has taken over the elvtr. of Jas. McGuire. We have leased the elvtr. of the Omaha Elvtr. Co. which we will operate in connection with our own plant.—Black Bros.

Pleasant Dale, Neb.—The recently organized Farmers Grain Co. will be incorporated. C. D. Ficke is pres. and R. R. Bishop is sec'y. Application will be made to the Burlington for a site and an elvtr. will be built at once.

Julian, Neb.—Farmers are talking of organizing a company to engage in the grain business. This station already has 2 elvtrs. and the amount of grain shipped from here does not warrant a third house being built.—L. W. Sage.

Dixon, Neb.—The elvtr. of the Atlas Elvtr. Co., which has been closed for some time, will be opened July 1. A. Glasgow is now agt. for the McCaull-Webster Elvtr. Co. and the elvtr. of D. A. Aitken is closed.—J. B. Hatch.

Sweetwater, Neb.—We have leased the elvtr. of the Ravenna Mills and operate it in connection with our own elvtr. which gives us a total storage capacity of more than 20,000 bus.—Highland & Son, successors to Highland Bros.

Beatrice, Neb.—Work has been started by the Dobbs Grain Co. on its new 16,000-bu. elvtr. and will be pushed as rapidly as possible. The Burrell Engineering & Construction Co. has the contract for the house which replaces the elvtr. that burned Jan. 5.

Lyons, Neb.—A. Hein, of Central City, has succeeded G. V. Patrick as agt. for the Farmers Grain Co. The Little Lumber Co. is out of the grain business and the M. C. Peters Mill Co. is now operating an elvtr. with Peter Heintzelman as agt.

Loomis, Neb.—The Loomis Grain & Mlg. Co. is now out of business and the Nebraska Grain & Mlg. Co., with C. A. Johnson as agt., has engaged in the grain business and is operating a 21,000-bu. elvtr.—F. E. Young, agt. Bodman-McConaughy Co.

Rosalie, Neb.—I have succeeded Peter Christensen, who resigned as mgr. of the Farmers Grain Co. I was formerly mgr. of the Farmers Grain Co. at Lyons. C. O. King has been transferred by the Holmquist Grain & Lumber Co. from its elvtr. at Bancroft to this station.—G. V. Patrick.

Wausa, Neb.—We have absorbed the elvtr. of the Holmquist Grain & Lumber Co. with the lumber business and have bot the elvtr. of the defunct P. B. Mann-Anchor Co., which has been closed for some time. Dick Kool is the new mgr. of the Farmers Elvtr. Co.—Coleson-Holmquist Co.

OMAHA LETTER.

Several meetings have been held regarding the establishment of a hay exchange at this market. C. D. Carlisle, of Kansas City, Mo., was present as expert on the subject.

Charles E. Butler, 58 years of age, pioneer grain and hay commission man, died Mar. 13. He entered the grain business here in 1887 with his brother under the name of Butler Bros.

Frank S. Cowgill, who recently resigned as pres. and director of the Grain Exchange Realty Co., which owns the new Grain Exchange Bldg., has been succeeded by Barton Millard as pres. and Nelson B. Updike as director. Mr. Cowgill resigned on account of removing to Chicago, becoming vice-pres. of the Bartlett-Frazier Co.

NEW ENGLAND

Yarmouth, Me.—Ansel L. Loring, retired grain dealer, died recently.

Lowell, Mass.—We operate a mill and elvtr. of small capacity, under one roof, on the Boston & Maine R. R.—Wilder & Wotton.

Boston, Mass.—David F. Silbert & Co., incorporated; capital stock, \$50,000; incorporators, Isaac Heller, Nathan F. and Jacob C. Silbert.

Berwick, Me.—Strafford-York Grain Co. incorporated; capital stock, \$10,000; incorporators, Everett W. Blaisdell, pres., Leroy E. Goss, treas., and others.

Portland, Me.—Fire in a chute at the Grand Trunk Elvtr. this month was extinguished with little damage. The blaze was caused by an overheated journal.

Fitchburg, Mass.—F. F. Woodward & Co. sustained a loss of \$2,500 recently when fire damaged their grain warehouse and contents. The loss is covered by insurance.

Woodstock, Vt.—E. L. Benson has sold his grain and coal business. The new owners, who took possession Mar. 15, have an option for the purchase of the building, elvtrs. and railroad siding.

Portland, Me.—Josiah F. Cobb, foreman of the Grand Trunk Elvtrs., has been appointed temporary grain inspector of this port until the successor of the late Robert Sharpe, who died Mar. 7, is chosen. Pres. Geo. L. Crosman, of the Chamber of Commerce, on Mar. 13 appointed the following com'te on grain, flour and produce inspection: Harry C. Josselyn, chairman; Hugh Lappin, Frank H. Pierce, Herbert O. Phillips and Walter H. Lovell. This com'te will recommend the appointment of the grain inspector.

NEW YORK

Washingtonville, N. Y.—We expect to erect a concrete building for storage and milling purposes. Work will commence about May 1 on this plant which will replace the one that burned some time ago.—Thos. Fulton, of the Thos. Fulton Co.

Albany, N. Y.—An involuntary petition in bankruptcy has been filed against the Arthur E. Pratt Co.

Brooklyn, N. Y.—S. W. Bowne, of S. W. Bowne & Co., grain and hay dealers, caught his right foot in a conveyor recently and injured it so badly that his leg had to be amputated.

Oswego, N. Y.—The establishment of elvtrs., owned and operated by the state at the barge canal terminals, which would include Oswego, New York and Buffalo, was advocated by Chas. H. Mayer in an address delivered Mar. 10 at a meeting of the board of mgrs. of the Chamber of Commerce.

BUFFALO LETTER.

Henry D. Waters, mgr. of the Export Elvtr. and representative of the Armour Grain Co., is recovering from his recent illness.

Charles F. Strasmer, mgr. and supt. of the new Connecting Terminal R. R. Elvtr., has moved into new offices in the Chamber of Commerce Bldg. where he can keep in close touch with the grain situation.

Fire Mar. 10 badly damaged the salvage grain elvtr., with contents, owned by Dennis Bahen. The loss is estimated at \$4,000, partly covered by insurance. Spontaneous combustion is believed to have caused the blaze.

The George J. Meyer Malting Co. has bot the islands at the foot of Main St. for which it is understood it paid about \$300,000. Two grain elvtrs., with a capacity of 1,000,000 bus. each, are to be built, one of which will be erected this year.

Judgment of \$346.94 has been granted M. C. Burns, of the Traders & Producers Supply Co. against Joseph M. Murphy, who was formerly in the mill feed jobbing business under his own name in the Chamber of Commerce Bldg. The defendant's counter claim was dismissed by the court on its merits.

Contract has been let for doubling the capacity of the Concrete Elvtr. and extending the concrete docks. Construction work on the elvtr. was started last spring and grain was taken in Sept. 1. Since that time it has elevated more grain than any other house in the port. The Monarch Engineering Co. built the elvtr. and has the contract for the annex.

NEW YORK LETTER.

Howard M. Smith has severed his connection with J. B. Howser.

Leo H. Wistuba is no longer in the branch office of the Armour Grain Co. in this city.

Raymond C. Rose, representing J. F. Hammers & Co., grain and feed dealers of Boston, Mass., has severed his connection with this firm.

Duncan M. Stewart & Co. incorporated; capital stock, \$50,000; incorporators, C. M. O'Sullivan, M. L. Meehan and D. M. Stewart. The company will handle grain and produce.

Edgar F. Richards, representing John T. Fahey & Co., Baltimore, Md., has applied for membership, and Thomas C. Craft, Jr., of the Baltimore Grain Co., Baltimore, Md., Jos. Quintal, of Quintal & Lynch, Ltd., Montreal, Que., Wm. R. Holligan, Jr., representing A. O. Slaught & Co., Chicago, Ill., John W. Braffett, representing the Armour Grain Co., Chicago, Ill., H. D. Burbridge and Herbert T. Robson, of Paul, Robson & Co., James W. Forbes, representing E. W. Wagner & Co., Chicago, Ill., and Arthur E. Newcomb, of Morrow & Co., have been admitted to membership in the Produce Exchange. Howard M. Smith has resigned his membership.

NORTH DAKOTA

Fullerton, N. D.—Farmers are forming an elvtr. company.

Mayville, N. D.—The Equity Union will build an elvtr. here.

Mayville, N. D.—Fuller & Fuller have engaged in the grain, flour and feed business.

Lakota, N. D.—Farmers will build an elvtr.

Binford, N. D.—Paul Doll will build a 10,500-bu. elvtr. on his farm.

Hastings, N. D.—Farmers will organize an elvtr. company at this station.

Seneschal, N. D.—I am going back into the grain business again.—O. C. Parks.

Dickinson, N. D.—W. F. Blume will succeed R. S. Davidson Apr. 1 as agt. of the Russell Miller Mfg. Co.

Clifford, N. D.—I am mgr. of the Clifford Grain Co. which operates a 32,000-bu. elvtr. here.—Alf. B. Richards.

Flaxton, N. D.—J. C. Vincent, of Minneapolis, Minn., has bot an elvtr. here and placed his son, James, in charge.

Streeter, N. D.—Farmers will build an elvtr. this spring.—R. W. Schoeneman, mgr. Farmers Elvtr. Co., Deisem.

Sharon, N. D.—I am now agt. of the Cargill Elvtr. Co. at this station, as the company sold out at Cayuga.—C. T. Fystrom.

Parkhurst sta. (Jamestown p. o.), N. D.—R. C. McCann, formerly agt. for the North Star Grain Co., has removed to Verona.—P. M.

Hoving sta. (Gwinner p. o.), N. D.—Ed. Pfau is now mgr. of the Farmers Equity Elvtr. Co.—J. A. Stockstad, agt. Thorpe Elvtr. Co., Milnor.

Cleveland, N. D.—Matt Simonitsch, of Moorhead, Minn., has secured a site on the railroad right-of-way and will build a grain and seed house.

Still sta. (Wilton p. o.), N. D.—The Farmers Union Elvtr. & Mercantile Co. has been incorporated by V. L. Anderson, C. L. Johnson and J. R. Hilsdorf.

Surrey, N. D.—E. H. Ray has let contract for an up-to-date elvtr. to T. E. Ibberson. Work will be started as soon as the frost is out of the ground.

York, N. D.—I am now agt. of the Winter-Truesdell-Ames Co. at this station.—J. H. Jorgeson, formerly mgr. Farmers Grain & Mercantile Co. at Marvin, S. D.

Sheneyne, N. D.—The Equity Elvtr. Co. will build a 50,000-bu. elvtr. Plans have been prepared by T. E. Ibberson. Contract for the elvtr. was let on Mar. 22.

Alkabo, N. D.—A storage room for flour, feed and twine will be added to the elvtr. of the Farmers Elvtr. Co., which has built coal sheds and installed a new cleaner.—F. C. Binck, mgr.

Minot, N. D.—Guy E. Almy, formerly mgr. of the Standard Grain Co. at Alkabo, is now connected with the Robinson Grain Co.—O. Ingman Oleson, agt. Northland Elvtr. Co., Ambrose.

Haynes, N. D.—We have let contract for a 40,000-bu. cribbed elvtr., with steel siding, to the Honstain Bros. Co., to be completed by July 1.—O. E. Wilhelm, mgr. Farmers Equity Union.

Hamberg, N. D.—The Regan & Lyness Elvtr. Co. operates an elvtr. with J. W. Langdon as agt. We are now handling coal at our elvtr.—E. A. Harseim, agt. St. Anthony & Dakota Elvtr. Co.

Colgan, N. D.—The regular grain elvtr. operators at this station are the Farmers Elvtr. Co. and the Atlantic Elvtr. Co., with Emil I. Oustad as agt.—O. Ingmar Oleson, agt. Northland Elvtr. Co., Ambrose.

Grafton, N. D.—We expect to build a 40,000-bu. elvtr., equipped with up-to-date machinery, on the Northern Pacific. J. McDonald is pres. and L. O. Torblaa, sec'y-treas., of our company.—Farmers Grain Co.

Calvin, N. D.—The Farmers Elvtr. Co. has let contract for a 50,000-bu. elvtr. to T. E. Ibberson. Equipment includes a 25-h. p. engine, 2 legs, platform scale with Ibberson Double Distributor and Bin Alarm System.

Cayuga, N. D.—We have bot the elvtr. and coal sheds of the Cargill Elvtr. Co. and expect to install a new cleaner. We will operate under the firm name of Norman & Smith.—F. L. Smith, mgr. Norman & Smith.

Emerado, N. D.—The Farmers Elvtr. Co. will make extensive repairs and improvements this year.—A. A. Lee, Hatton.

Hatton, N. D.—The Farmers Elvtr. Co. has called a meeting to decide whether or not to build a new elvtr. this summer in addition to its present plant. There is some talk of building an up-to-date 60,000-bu. house.—A. A. Lee.

Johnstown, N. D.—The National Elvtr. Co., which bot the elvtr. of the Federal Elvtr. Co. last September, will repair it this spring. I am agt. for this company and R. B. Trask is agt. of the Monarch Elvtr. Co.—G. F. Lewis.

Colgate, N. D.—The Farmers Elvtr. Co. has bot the elvtr. of E. H. Fuller which was rented to C. D. Wheeler. The company will use this house in place of its elvtr. which burned last fall. Possession will be given May 1.—L.

Dazey, N. D.—Facing a shortage of approximately \$17,000, the North Dakota Grain Co., operating at this place and Walum, has made application for a trust deed for the benefit of its creditors. The company also operated a commission business with offices at Duluth and Minneapolis, Minn. Heavy wheat speculation is believed to have shaken the foundation of the company. About \$25,000 in storage tickets is outstanding and the liquidation of these was responsible for the failure. The company has a capitalization of \$25,000. It was stated that about \$8,000 worth of grain remains in the 2 elvtrs. The warehouse bond of \$10,000 and the commission merchant bond of \$4,000 are reported valid and will be paid immediately. The company is reported to have about \$9,000 holdings in land and mortgages.

OHIO

Climax, O.—Farmers are organizing an elvtr. company.

Akron, O.—Botzum Bros., elvtr. operators, have leased additional storage space.

Condit, O.—M. B. Meeker has succeeded me in the grain business here.—Grant H. Wilson, Pataskala.

Urbana, O.—W. A. Woodward has installed a grain drier at his elvtr. and now handles shelled corn.

McComb, O.—Milt Hammond is now mgr. of the elvtrs. of Cruikshank & Bennett at this place, with D. W. Latta as 2nd man.—D.

Storms, O.—We are installing a new loader in our elvtr. and have recently purchased a new kerosene engine.—J. L. Baum & Co.

Findlay, O.—The Farmers Elvtr. & Supply Co. will be incorporated with C. S. Johnson, Arthur Stahl and others as incorporators.

Findlay, O.—The Hancock Co-operative Elvtr. & Supply Co. incorporated; capital stock, \$30,000; incorporators, Claud Hartman and others.

Ashland, O.—The Farmers Equity Union has been organized with T. R. Plank as pres. The construction of an elvtr. is under consideration.

Dayton, O.—The annual meeting of the Ohio Millers State Ass'n will be held in this city on Apr. 26 and 27.—Frank H. Tanner, sec'y, Columbus.

Cincinnati, O.—Edward Wade, mgr. of the Willey Grain Co., has applied for membership in the Chamber of Commerce and the Grain & Hay Exchange.

Nevada, O.—We have incorporated under the name of the Nevada Elvtr. & Supply Co. T. R. Aten is mgr. of our recently acquired elvtr.—Smythe & Aten.

Cleveland, O.—Herman Schmitt, of the Gates Elvtr. Co., and Geo. Schmitt, of the Nickel Plate Elvtr. Co., were bereaved recently by the death of their father.

Catawba sta. (Mechanicsburg p. o.), O.—We expect to raise our elvtr. roof in order to accommodate a new Monitor Corn & Grain Cleaner of large capacity. We will then be able to clean grain as fast as we take it in.—W. H. Hodge.

Pemberville, O.—John Bushman, 60 years of age, was killed Mar. 20 while adjusting a flywheel in the elvtr. which he and his brother had been operating under the name of Bushman Bros. His skull was fractured and many bones broken.

Woodstock, O.—Wesley Hardman, of Hardman & Kimball, grain dealers, has brot suit against his partner, Chas. P. Kimball, asking for a dissolution of the partnership and an accounting of the affairs of the firm and judgment for \$431.77.

Portsmouth, O.—Our elvtr., which has a capacity of 15,000 bus. of ear corn, is completed, and in fine working order. With the additions we expect to make in the near future, the capacity will be increased to 40,000 bus.—T. G. Jewett & Sons.

An Ohio dealer asks if we know Levering Bros., at Fredericktown, O. He has met them to his sorrow. We advertised them several years ago. They are still among the undesirables, but out of jail. Our friend thinks a grain credit bureau is desirable. There are some other undesirables seeking the spotlight.—C. A. King & Co.

Conferences of grain dealers called by the Grain Producers & Dealers Ass'n of Northwestern Ohio will be held at 6 p. m., Mar. 27, with a banquet at the Weaver Hotel, Kenton; 6 p. m., Mar. 28, with a banquet at the Phoenix Inn, Findlay; 1 p. m., Mar. 29, at the Pilgrim Inn, Marion; and 1 p. m., Mar. 30, at the Hays Hotel, Fostoria.—T. P. Riddle, sec'y, Lima.

Milton Center, O.—We regret to write that the efforts to organize the grain dealers of Wood County are not meeting with that degree of success which the work merits. The elevator men do not make any effort to maintain cordial relations with their competitors, hence they have little confidence in one another. Distrust, envy, jealousy and hate follow quickly on one another's heels, with the result that a fight is generally brewing at some station, and the dealers frequently pay much more for grain than they can sell it for their track, in utter disregard of the fact that overbidding causes more dissatisfaction among grain growers than underbidding the market. If anyone will explain why the grain dealers of this section persist in these foolish practices, I would like to see it printed in the Journal.

Forest, O.—Ash & Poling have succeeded G. Ash & Son on account of the recent death of Mr. Ash, Sr.

TOLEDO LETTER.

Improvements at the East Side Iron Elvtr. will be finished in about 2 weeks and will double the unloading capacity.

A conference of the grain dealers of southeastern Michigan, and Williams and Fulton Counties, O., was held Mar. 22 at the Boody House.—T. P. Riddle, Lima.

Charles I. Barnes, member of the Produce Exchange since 1912, died of heart failure on Feb. 28. He was pres. and general mgr. of the Toledo Seed & Oil Co.

The Farmers Grain Dealers Ass'n of Ohio was organized Mar. 13 at a meeting held at the Boody House with from 175 to 200 delegates in attendance. J. F. Parritt, of Malinta, was elected pres., C. S. Latshaw, of Defiance, vice-pres., Fred Myers, of Holgate, Fred Uler, of McClure, treas., and C. W. Palmer, of Jewell, G. F. Keefer, of Fremont, R. Wagner, of Lindsay, John Miller, of McClure, L. I. Winch, of Grelton, J. W. Lowdon, of Liberty Center, J. L. Newton, of Fostoria, F. J. Dauer, of Haskins, and Frank Rickenberger, of Napoleon, directors. Addresses were delivered by C. S. Latshaw, mgr. of the Farmers Elvtr. Co., Defiance, H. W. Danforth, Washington, Ill., pres. of the Council of Farmers Co-operative Ass'ns, and W. M. Stickney, of Chicago, Ill. A similar meeting was held Mar. 14 at Ft. Wayne, Ind.

OKLAHOMA

Perry, Okla.—E. J. Miller has installed a 1,200-bu. hopper scale.

Wayne, Okla.—This station is said to be a good location for an elvtr.

Duncan sta. (Catale p. o.), Okla.—Guy Kuykendall has completed his new elvtr. at this station.

Thomas, Okla.—Farmers are considering the establishment of an elvtr. here. S. H. Comer is interested.

Meno, Okla.—W. I. Cole is mgr. of the newly acquired 30,000-bu. elvtr. of the Farmers Elvtr. Co.

Alva, Okla.—The Woods County Grain & Broom Corn Co. is not for sale, as recently reported.—F. H. Meyer.

Marshall, Okla.—We will not repair our elvtr. as it is in good condition.—J. E. Pearson, of Pearson & Hayton.

Enid, Okla.—The Hunter Mill & Elvtr. Co., of Hunter, has opened a branch office here in charge of N. E. Grove.

Yale, Okla.—E. H. Linzee & Co. do not operate an elvtr. here. They discontinued business about 10 months ago.—X.

Blackwell, Okla.—The Blackwell Mfg. & Elvtr. Co. is planning the erection of a 100,000-bu. annex to its 150,000-bu. elvtr.

Vinita, Okla.—The Union Grain Co. has sold its elvtr. to the Pittman & Harrison Co., which has been operating it under lease.

Lost Creek (no p. o.), Okla.—An elvtr. will be built by local grain men on a switch furnished by the Frisco R. R. at this station, which is between Blackwell and Peckham.

Gage, Okla.—The Farmers Elvtr. Co. has let contract for the remodeling of its elvtr. and some additional building, also for new machinery, including a roller mill and Eureka Cleaner, to the White Star Co.

Rosston, Okla.—Nothing definite has been done so far regarding the organization of a new farmers elvtr. company in which Jas. Fair is interested. This station already has an elvtr. operated by the farmers, one by a line company and a private elvtr.—X.

Goltry, Okla.—We have bot the Goltry Flouring Mill and will convert it into an elvtr. We are installing new elvtr. machinery and a chop roll and feed mill. The storage capacity will be 15,000 bus. when completed.—Goltry Elvtr. Co., Hotaling & Couch, props.

Paoli, Okla.—The elvtr. of the Johnson Grain & L. S. Co. burned recently. Loss on the elvtr., \$4,500; on the grain, \$1,200. The foreman was pouring gasoline in the carburetor to get the engine started when it back fired. He escaped without injury. The house, which was a total loss, will probably be rebuilt.

Enid, Okla.—W. S. Grubb, of Randels & Grubb, who died Mar. 10, was born Feb. 1, 1865, near Wilmington, Del. He removed to Shipman, Ill., at the age of three and remained there for twenty years, when he removed with his family to Stephenson County, Kansas. At the opening of old Oklahoma he settled at Kingfisher, at which place he was married. At the opening of the Cherokee Strip in 1893 he made the race and secured a claim. It was in 1893 that he first became identified with the grain business, being a member of the firm of Newton & Co. In May, 1899, partnership was formed between him and W. M. Randels, which existed until the time of his death. He served the city at different times as councilman and member of the school board. He leaves a wife, two sons, and one daughter. In the death of Mr. Grubb, Enid loses a valuable citizen. He was one of the city's most careful and conscientious men, whose word was as good as his bond, and whose life was spent in discharging those simple obligations of honor and sincerity which are the delight of the upright heart. Generous, broad minded, just in his conceptions, honest in his intentions, he walked thru life and left no reproach to family or friends. The partnership relations between Mr. Grubb and Mr. Randels were always most pleasant and in all the business dealings there was never a word of discord in the firm. In the loss of Mr. Grubb, Mr. Randels loses not only a trusted partner but a friend which very few could replace.

Enid, Okla.—In the death of W. S. Grubb, a member of the firm of Randels & Grubb, which occurred Mar. 10, the Oklahoma Grain Dealers Ass'n lost a loyal member and a warm friend. The news came as a shock to us all, and was received with the deepest sorrow and regret. A quiet, unassuming man, Mr. Grubb was respected by all who knew him. He was absolutely honest and dependable wherever placed, a kind, friendly gentleman, who will be truly missed by those with whom he was associated.—C. F. Prouty, sec'y.

OREGON

Portland, Ore.—The proposed elvtr. for this city will not be built.

Pendleton, Ore.—The Farmers Union is discussing the erection of an elvtr.

Portland, Ore.—Until July 1 the Pacific Coast Elvtr. Co. and the Puget Sound Elvtr. Co., which have been consolidated, will be operated under the old names.

Astoria, Ore.—The Port of Astoria has let contract for the equipment and machinery for its new grain elvtr. The automatic receiving scale will be furnished by the Richardson Scale Co. and the grain cleaning machinery by the S. Howes Co.

Boyd, Ore.—The first concentrated move toward the establishment of grain elvtrs. and granaries in Wasco County for the handling of bulk wheat was made when all the farmers unions in the county met here recently. Louis Delevouk, one of the most prominent wheat producers of Spokane district, was the principal speaker.

Portland, Ore.—Grain dealers of this city appointed a com'tee, composed of I. C. Sanford, G. A. Westgate and J. H. Noyes, to secure a reduction in rates. They are protesting against an increase in switching charges at non-competitive points by the Oregon-Washington R. R. & Navigation Co. They think that increased switching charges, if they are allowed to stand, will practically kill the grain business here. If a car of grain comes in over the S. P. & S., and must be switched over the O.-W. R. & N. Co.'s switches, it costs from \$8 to \$10, instead of \$5, as it did under the flat rate. The cars that carry grain are large, generally weighing from 40 to 50 tons.

PENNSYLVANIA

Erie, Pa.—No definite plans have been made at this time regarding the rebuilding of elvtrs. "B" and "C" which burned Dec. 10.

Farrel, Pa.—Work is progressing on the 25,000-bu. steel elvtr. under construction for J. B. Rouz. A 60x160 ft. flour and feed warehouse has been completed.

Erie, Pa.—I was connected with the Crouch Bros. Co. for 12 years, selling grain, flour and feed to the dealers thru this section and am now jobbing cars of feed, hay and straw, and brokering grain.—R. C. Arbuckle.

PHILADELPHIA LETTER.

David Kurtz, grain and feed dealer at Trenton, N. J., has been admitted to membership in the Commercial Exchange.

My brother, George M. Richardson, and myself, have agreed that our business, commencing Mar. 20, shall be conducted under the name of George M. Richardson. I shall continue to give the grain and feed dept. my personal attention.—Edward M. Richardson.

The capacity and efficiency of the Girard Point Elvtrs. will be doubled to take care of the increasing grain business at this port. The capacity, which is now 1,000,000 bus., will be increased to about 2,000,000 bus. The trackage facilities are being increased also.

Thomas C. Ralston, 40 years of age, head of the grain firm of Ralston & Phillips, and member of the Commercial Exchange, shot and killed himself Mar. 17 while his partner was out of the city. He had sent his stenographer with a note to his wife warning her of his intention to end his life.

William Howell, Jr., 67 years of age, died Mar. 8. He had been a member of the Commercial Exchange for 47 years, having been a member of the firm of Smith, Howell & Co., and for 20 years was in the grain business on his own account. Since 1904 he had been connected in a confidential capacity with L. G. Graff & Son, grain exporters.

SOUTH DAKOTA

Buffalo, S. D.—Geo. Binger will build an elvtr. on his farm this spring.

Tabor, S. D.—The Glynn Bros. Elvtr. Co. has disposed of its implement business.

Java, S. D.—The Equity Exchange has taken over an implement business in addition to its elvtr.

Corsica, S. D.—Peter Jongewaard and H. J. Van Der Linden have formed a partnership and bot the elvtr. of Wait & Dana.

Menno, S. D.—A. A. Wollman will wreck his elvtr. and build an up-to-date house.—W. H. Borman, mgr. Farmers Elvtr. Co., Freeman.

Freeman, S. D.—Pollman & Wipf will wreck their old elvtr. and build a new house. We have installed a tester.—W. H. Borman, mgr. Farmers Elvtr. Co.

Madison, S. D.—J. R. Griffin, mgr. of the Union Grain & Seed Co., was working in the elvtr. when a 25-lb. weight dropped 8 ft., striking him in the forehead. He was not seriously injured.

Hartford, S. D.—A recent fire slightly damaged the office at one of the elvtrs. of the Farmers Elvtr. Co. It was caused by an explosion in the soft coal stove and was put out by fire extinguishers.

Cavour, S. D.—W. J. Hunt, mgr. of the Farmers Elvtr. Co. for the past 7 years, has resigned, effective Mar. 25, to take possession of his recently acquired elvtr. at Yanka sta. (Brainard p. o.), Neb.

Zell, S. D.—The Farmers Elvtr. Co. has let contract for a 35,000-bu. elvtr. to T. E. Ibberson. Equipment includes 2 legs, Ibberson Double Distributor and Bin Alarm, 14 bins, all hoppers, and a large office attached to the engine room.

Diamond, S. D.—Material for the erection of a new elvtr. will be shipped here as soon as the ice is out of the lake. This will replace the elvtr. of the Lake Traverse Grain & Boat Line, which burned Feb. 14. Insurance was carried on the building and contents.

SOUTHEAST

Alexandria, Va.—Walter Roberts, grain and feed dealer, suffered a loss of \$25,000 by fire recently.

De Ridder, La.—The De Ridder Grain Co. has been organized to handle grain, feed and flour. B. N. Johnson is mgr.

Birmingham, Ala.—Chas. B. Stout, who recently sold his interest in our company, is now in the grain business here.—F. W. Swanton, mgr. Astoria Flouring Mills Co., Astoria, Ore.

West Point, Miss.—Wiley S. Keyes Co. incorporated to engage in the handling and storage of grain, hay, meal and flour; capital stock, \$5,000; incorporators, Wiley S. Keyes, Lee Marshall and M. L. Dalton.

Ft. Pierce, Fla.—Ft. Pierce Feed & Grain Co. incorporated to engage in the general grain and merchandise business; capital stock, \$50,000; incorporators, John E. Harris, Harry E. Jones and C. E. Raulerson.

Huntington, W. Va.—The Gwinn Mfg. Co., with headquarters at Columbus, O., is building a 4-story mill at this city. Above the milling section of the plant storage will be provided for 100,000 bus. of wheat. The Burrell Engineering & Construction Co. has the contract.

Richmond, Va.—The erection of a large grain and feed warehouse for the joint use of the grain and feed trade of this city was discussed Mar. 22 at a meeting of representatives of all the railroads and members of the Grain Exchange. The proposed building is expected to cost about \$100,000.

Huntington, W. Va.—Keister Mfg. Co. incorporated; capital stock, \$50,000; incorporators, W. D. Keister, John Rau, Sr., and others. It has acquired and will rehabilitate the plant of the old Huntington Mfg. Co. Additional machinery will be installed and a grain elevator, warehouses and office will be built.

TENNESSEE

Nashville, Tenn.—A. W. Kirkman and J. N. Covington have bot the Rex Mfg. & Feed Co. and will conduct a warehouse and elevator. They will install a sweet mixed feed plant and expect to build up a large business from this end of the grain trade. Mr. Covington was formerly supt. of the Nashville Warehouse & Elevator Co.

MEMPHIS LETTER.

P. P. Williams, formerly in the grain and hay business, has again been admitted to membership in the Merchants Exchange.

J. W. Jefferson, Jr., representing the Bluff City Grain Co., and J. P. Mayes, agt. for the Halliday Elevator Co., of Cairo, Ill., have been admitted to membership in the Merchants Exchange.

The firm of Roberts & Hamner Grain Co. has liquidated its business and G. J. Hamner, sec'y and treas., has formed a connection with W. M. Farabee, for the past 2 years in charge of the cotton seed meal and hay depts., under the firm name of Farabee & Hamner Co., and the Roberts Grain Co. under the management of A. C. Roberts will continue the same class of business handled by the Roberts & Hamner Grain Co.

TEXAS

Sour Lake, Tex.—No elevators are located at this station.—X.

Crosbyton, Tex.—Farmers contemplate the erection of an elevator and bonded warehouse.

Nome, Tex.—The Nome Grain Co. incorporated; capital stock, \$750; incorporators, J. E. Josey, R. C. Miller and J. C. Weaver.

Graham, Tex.—The Graham Mfg. & Elevator Co. has let contract for the erection of a 40,000-bu. concrete elevator to the Burrell Engineering & Construction Co.

Paris, Tex.—The Paris Mfg. Co. has contracted for the erection of a 200,000-bu. concrete elevator and mill. The Burrell Engineering & Construction Co. will do the work.

Ft. Worth, Tex.—A portion of the galvanized iron roof over the corn chop bin, at the plant of the Terminal Grain Elevator Co., was blown off by a recent dust explosion. The fire which started was quickly extinguished.

Galveston, Tex.—The setting of a time limit for reinspection to 48 hours is being postponed by the Cotton Exchange and Board of Trade until the railroads can be persuaded to raise their tracks on the bay side at least three feet.

Applications for membership in the Texas Grain Dealers Ass'n have been received from the Markham Warehouse & Elevator Co., Markham, S. E. McAshan Grain Co., Houston, and the International Brokerage Co., of El Paso. The C. D. Ferguson Grain Co., Ft. Worth, has been admitted to membership.

Temple, Tex.—The A. B. Crouch Grain Co. failed to open its doors Mar. 14 and A. B. Crouch, pres. and mgr., is missing. The company was incorporated here with a capital stock of \$50,000. The branches at Ft. Worth and Oklahoma City, Okla., are separate corporations, of which Mr. Crouch is an official.

Ft. Worth, Tex.—The C. D. Ferguson Grain Co. has been incorporated with a capital stock of \$5,000. C. D. Ferguson, formerly connected with the A. B. Crouch Grain Co. here, is pres., T. E. Ferguson, sec'y, and W. S. Edwards, treas. The new company is a member of the Grain and Cotton Exchange and also of the Texas Grain Dealers Ass'n.

Ft. Worth, Tex.—The Railroad Commission has adopted a new grain tariff, including the transit rules tho the latter is very little change from the old, and I have arranged with the Commission to furnish each of our members with this new grain tariff, issued on the hearing of the railroads for an advance in freight rates.—H. B. Dorsey, sec'y Texas Grain Dealers Ass'n.

Austin, Tex.—The state railroad commission has ordered a general increase in railroad rates on grain, grain products and hay, effective May 10. Wheat and hay rates will be increased from 15c reached at a maximum distance of 140 miles to 17½c reached at 200 miles. Single line rates on corn formerly reached a maximum of 12½c at 165 miles, increased to 15c at 200 miles. The maximum joint line rates are the same as the old rates of 15c, but the mileage scale has been extended to 200 miles. The minimum carload weights on grain products has been increased from 28,000 to 30,000 lbs. Less than carload rates were formerly made by adding 12½c to the carload rates. The new rates provide for the adding of 17½c to the carload rates.

Galveston, Tex.—Actual arrival inspection has not yet begun as the railroads, at this time, have not established an inspection yard. R. T. Miles, chief grain inspector, has ordered his deputies to inspect all grain on tracks adjacent to the elevators. E. J. Smiley, while in this city Mar. 9 had the assurance of Mr. Kempner, pres. of the Cotton Exchange, that a rule would be adopted providing for inspection of grain on arrival, and he advised that a request had been made that the carriers entering Galveston, set aside tracks, or designate, certain tracks on which grain will be placed upon its arrival, where it can be inspected by the inspection department. This rule has been posted. A great deal of work has been done to accomplish this much desired reform by H. B. Dorsey, sec'y of the Texas Grain Dealers Ass'n.

UTAH

Lehi, Utah.—The suit brot by Mrs. Melvin Mayberry for damages for the death of her husband was against the builders of an elevator. We have nothing to do with it.—Geo. A. Robinson, prop. Lehi Roller Mills.

WASHINGTON

Palouse, Wash.—A movement has been started for the erection of elevators in this section and around Pomeroy.

Pullman, Wash.—The Empire Elevator Co. is considering the erection of 2 elevators in this section if conditions are favorable.

Seabury, Wash.—Seabury Elevator Co. incorporated; capital stock, \$10,000; incorporators, T. C. Murphy, P. W. Nolting and O. A. Westerman.

Uniontown, Wash.—The Farmers Co-operative & Educational Union, which has warehouses here and at Leon, will build elevators at these places.

Quincy, Wash.—The elevator of the Farmers Elevator Co., containing 8,000 bus. of wheat and \$2,000 worth of feed and coal, burned Mar. 12. Loss, \$16,500; insurance, \$7,500.

Batum sta. (Ruff p. o.), Wash.—The recently incorporated Farmers Grain & Lumber Co. has purchased the business of Daniel Mayer, known as the Batum Grain & Lumber Co. L. C. Doering is pres. and W. C. Raugust is mgr. of the company.

WISCONSIN

Forest Junction, Wis.—Kurt Huebner has bot the warehouse and corn elevator of Wiechman & Hoffman for \$5,000.

Palmyra, Wis.—The Oscar A. Anderson Lumber Co. has purchased the 20,000-bu. elevator of Gregory Bros.—X.

Tigerton, Wis.—Henry F. Meyer has acquired the elevator and residence of C. J. Diehls in exchange for his farm.

Collins, Wis.—I have bot the elevator of the H. C. Thinn Co. and have installed a new 7-h. p. engine.—H. A. Allhiser.

Dallas, Wis.—W. Canning succeeded me last July in the grain business here and I am now at Chetek.—K. Granum, formerly pres. Farmers Warehouse Co.

Glenwood City, Wis.—Business men of this city are negotiating with a grain dealer of central Wisconsin for the establishment of an elevator and flour mill here.

Wausau, Wis.—The new plant, recently completed by the H. E. McEachron Mills, consists of an elevator, 5-story mill building, warehouse, engine room and boiler house. H. E. McEachron is pres.

Osseo, Wis.—I have bot the elevator of the Cargill Elevator Co. as the elevator of Hagen & Waller, which I was operating under lease, burned Feb. 20. The loss on my grain was \$4,000, with \$3,000 insurance.—R. C. Field.

Osseo, Wis.—Our elevator, which burned Feb. 20, was built in 1906 at a cost of \$3,200, and had been leased for 3 seasons to R. C. Field. We carried \$1,000 insurance. A movement has been started by the farmers for the organization of a company to build an elevator. If this is not done we will rebuild but have made no definite plans.—E. Hagen, of Hagen & Waller.

Superior, Wis.—Regarding the elevator to be constructed by the Great Northern Ry. Co. I do not think that anything definite has been decided relative to the size of the working house or the capacity of the bins. I understand that it is the intention to build an up-to-date plant, capable of doing good and fast work. The bins will be of reinforced concrete and so arranged that they can be enlarged or built onto to an almost unlimited extent. The elevator will be built on the site of the present merchandise dock of the railway company.—A. N. Lent, sec'y-treas. Board of Trade.

MILWAUKEE LETTER.

The membership of Clarence W. Hull in the Chamber of Commerce has been transferred.

James A. Butler, of the Fraser-Smith Co., has been admitted to membership in the Chamber of Commerce.

Walter P. Bishop, who has been vice-pres. of the E. P. Bacon Co., will succeed the late E. P. Bacon as pres. He has been connected with the company for 25 years.

A meeting of the creditors of the E. G. Hadden Co., bankrupt, will be held Mar. 28 to consider bankrupt's offer of compensation at 10% of the claims of its creditors.

Albert G. Hayden, 86 years of age, died this month. He was head of the A. G. Hayden Co., grain dealers, and had been a member of the Chamber of Commerce for many years.

The dues of the Chamber of Commerce for the new year are \$35 if paid before May 3 and \$45 if paid after that date. The operation of the freight bureau on its present plan, with George A. Schroeder as mgr., will be continued.

The certificate of inspection of oats made by the Chamber of Commerce now bears a notation showing the presence of other grains if it occurs to exceed 5%. The certificate on No. 4 white oats, which may contain 8% of barley, will bear the notation, "containing barley."

The annual caucus of the Chamber of Commerce was held Mar. 18 and a primary election on Mar. 25. The offices to be filled are pres., first vice-pres., 2nd vice-pres., sec'y and treas., 3 directors, 3 members of the board of arbitration and 2 members of the board of appeals. The annual election will be on Apr. 3.

WYOMING

Laramie, Wyo.—U. G. Holley, who recently took over the elevator and mill formerly operated by the Overland Cereals Co., will remodel the plant and operate it under the name of the Holley Mfg. Co.

Grain Carriers

LABOR alone now gets 45c out of every dollar earned by the railways.

AN ORDER of 1,000 box cars is being completed for the Great Northern Ry.

THE NEW YORK CENTRAL has ordered 1,000 box cars and will soon place an order for 4,000 more cars.

THE SOUTHERN RY. has ordered 1,500 box cars recently, and is contemplating the purchase of 1,000 additional.

1. This shortage of cars on March 1 of this year compares with a surplus of 322,290 cars on the same date in 1915.

THE BALANCE of cars on hand changed in one month from a surplus of 20,000 on Feb. 1 to a shortage of 21,000 on March 1.

THE EMBARGO in shipments of grain from Alberta to Fort William and Port Arthur, Ont., terminal elvtrs. has been raised.

THE UPDIKE GRAIN Co. of Omaha is defendant in a suit filed by the Missouri Pacific for alleged undercharges on shipments.

ATCHISON RAILROAD LOADINGS in one week recently increased 20%. The shortage of cars was reported as less acute, altho felt all along the line.

AN EMBARGO against all classes of freight destined for New York or points beyond, by way of Galveston, has been ordered by the Southern Pacific lines.

THE RAYBURN bill for Gov't regulation of stock and bond issues of railroads has been ordered favorably reported by the House Com'te on Interstate and Foreign Commerce.

THE TRIAL of B. A. Eckhart of the Eckhart Milling Co., Chicago, charged with accepting rebates on shipments of flour and grain, was set for May 23 by Federal Judge Anderson.

COMPLAINT of the Beebe Grain Co. vs. the Butte, Anaconda & Pacific Ry. is scheduled for hearing at Helena, Mont., April 18 before Examiner Wood of the Interstate Commerce Commission.—P.

THE RAILROADS are urged to see that corn is moved with promptness, and to facilitate this the Illinois Public Utilities Commission has requested all shippers to utilize the full capacity of all cars up to 10% above the marked capacity.

THE C. & N. W. tariff naming thru joint rates on grain from points via Peoria to eastern trunk line points, many of which are in excess of the intermediate rates, has been suspended from March 30 to Sept. 30, by the Interstate Commerce Commission.

VESSELS LOADED WITH GRAIN cleared recently from Philadelphia as follows: Crossby for Havre, 200,958 bus. wheat; Fenay Bridge for Hull, 206,310 bus. wheat; Neguri for Seville, 92,497 bus. wheat; Andreas Gerakis for Piraeus, 102,336 bus. barley; and 66,523 bus. wheat and Manch Engineer for Manchester 119,893 bus. wheat.

A MATERIAL advance in rates on grain, grain products, seeds, etc., to take effect May 10, was made by the Texas Railroad Commission, as a result of the advanced freight rate hearing held recently. On wheat and articles taking wheat rates, the single or joint line rates were increased from 15 to 17½c and the single and two-line rates on corn, oats, kafir

corn and milo maize were increased from 12½ to 15c. The distance at which maximum figures are reached is 200 miles.

ON ACCOUNT of accumulation all shipments of corn, rye, wheat and oats, consigned, reconsigned or to be reconsigned for domestic delivery through Elevator No. 2, Baltimore, Md., effective after close of business Saturday, March 11, are embargoed.

"LIABILITY of Common Carriers under the Act to Regulate Commerce," in the Yale Law Journal for March is an able analysis in 28 pages by John B. Daish of Denver, Colo., of the liability of railroad companies for loss, damage or injury to shipments.

PROPOSALS by the Union Stock Yards Co. of Omaha to increase the switching charge on grain and other commodities from and to industries at South Omaha from \$2 per car to \$3 a car were suspended by the Interstate Commerce Commission until July 18.

A FLAT INCREASE of ¼c per bus. in carrying charges for grain from North Dakota points to Minnesota terminals is being made in some localities in North Dakota by the railroads. The Great Northern first advanced the rates and the Soo and Northern Pacific followed.

COMPLAINTS of the Smith Connor Hay & Grain Co. vs. the A. C. L. and the B. F. Hill Grain Co. vs. the I. C. will be heard by Examiner Wood of the Interstate Commerce Commission on March 21 at Saginaw, Mich., and March 25 at Freeport, Ill., respectively.—P.

THE INCREASES quoted as 3c per 100 lbs. on grain and 2c on grain products to the Atlantic Seaboard in the case reopened by the Interstate Commerce Commission should be 3/10 of one cent per 100 lbs. on export grain and 2/10 of one cent per 100 lbs. on grain products for export.

THE INTERSTATE COMMERCE COM'ITE of the House has ordered favorably reported the Rayburn bill empowering the Interstate Commerce Commission to examine all correspondence of railroads regardless of dates, and to veto, at its discretion, any new issue of railroad securities.

ICE CONDITIONS at Port Arthur are favorable to an early opening of navigation. The large amount of snow has prevented the ice from freezing to the usual thickness. Ice breaking tugs will be cutting a channel about March 15, and April 1 may see boats moving. Seventeen ships, 12 Canadian and 5 American, are loaded with grain ready for setting out.

A SPECIAL train of 40 cars bearing Pacific Northwest wheat the first of its kind ever to leave Puget Sound for the Atlantic coast, departed recently over the Great Northern. The wheat is destined for London and amounts to 300,000 bus., the scarcity of ships and the increase in American borne commerce being the causes for this shipment by rail. Wheat has never before been sent to the United Kingdom from either Washington or Oregon other than by ship.

THE LEHIGH VALLEY TRANSPORTATION Co., which operates six boats between Buffalo, Milwaukee and Chicago, has announced its first sailing from Buffalo on Apr. 20. The boat line is owned by the Lehigh Valley Railroad, and was included in the divorce order issued last fall by the Interstate Commerce Commission on account of the Panama Canal legislation forbidding railroads operating competing water lines, but the Lehigh Valley management has secured a temporary injunction against the Commission, contending that it has traffic arrangements only be-

tween Buffalo and Chicago to compete with the boat lines and is therefore not included in the prohibitory measures laid down in the Panama Canal Act of 1912.

THE BIGGEST SHIPBUILDING BOOM in years is the outlook for great lake ports. M. E. Farr, pres. of the American Shipbuilding Co., says, "Business is better than I have ever known it to be. Our company has contracted for the delivery of 26 ships which average in cost \$100,000 each. About \$27,000,000 is invested in contracts for ships to be built in great lakes yards and delivered within the next two years."

THE TOTAL CAR SHORTAGE on March 1 is the largest reported for this period since 1907, and is almost 30,000 greater than on Feb. 1. The larger part of the total shortage consists of box cars, mostly west and northwest of Chicago; C. F. A. territory also shows a considerable shortage of this equipment. The figures of the American Ry. Ass'n shows surplus box cars of 9,381 and 38,654 shortage.

TO PREVENT an increase in car shortage in Oregon, the Oregon Public Service Commission has urged all shippers to load cars 10% above marked capacity, and to give the railroad company immediate notice when the car is loaded. The transportation situation in Oregon, owing to its unique location in the western end of the transcontinental lines, and to the preponderance of eastbound traffic, has become extremely acute as a great many cars are needed to take care of the traffic.

CO-OPERATION OF SHIPPERS to alleviate the effect of car shortage is urged by the Iowa Railroad Commission in a circular letter sent to shippers thruout the state. The commission advises shippers to load cars to capacity, especially in the case of grain shipments, and says that shippers should not order any more box cars than they can use within 24 hours after they are furnished, and that cars should be unloaded and billed out promptly. Carriers are urged to place cars promptly for loading and unloading and to pick up cars on the first available train after shipping orders are given.

THE DOMINION GRAIN COMMISSION has substituted for the embargo on grain shipments from southern Alberta to Fort William, which recently expired, an order to the effect that cars of grain from all points to which the Canadian Pacific has granted the reduced rates to the Calgary elvtr. and for which free storage is offered until May 1 in the government terminal elvtr. cannot be billed to Moose Jaw or Ft. William for a period of 10 days, as it is thought thereby to clear up the situation in southern Alberta where a great deal of grain is still either in the open or in poor storage.

DISCRIMINATORY FREIGHT rates are rapidly leading to an acute situation in Birmingham. E. Wilkinson says, "As astonishing as the statement may seem, there is virtually no grain business in Birmingham today. Birmingham cannot compete with the river towns of Alabama. Grain is now shipped to Mobile from St. Louis for 12c and thence to Tuscaloosa for 6c, giving Tuscaloosa an 18c rate from St. Louis against our rate of 25c. Grain dealers in Tuscaloosa are shipping into Bessemer and underselling us there. Our territory is cut down to nothing by exorbitant charges." The Birmingham grain dealers have asked the commission to force the Southern Railway to grant a rate of 8.1c per 100 lbs. on grain from Sheffield and Riverton to Birmingham, and if they win the case they would have

a rate of 18.1c per 100 lbs. on grain from St. Louis and Cairo to Birmingham. The rate would save approximately \$700,000 per year to consumers of grain and grain products in Birmingham and vicinity.

AN ORDER to place 1,200 grain cars and 36 locomotives in the Goose Lake district of Saskatoon, Saskatchewan, to be employed exclusively in delivering the 60% of the grain crop remaining in the district, has been issued to the Canadian Northern Railway by the railway commissioners of Canada. The order provides for either delivery of the grain to the government elevator there or to the Grand Trunk Pacific Railway for movement east to tidewater. The action of the commissioners is based on an amendment of the Railway Act passed by both houses of Parliament during the past week.

JUDGMENT for an order compelling the Grand Trunk railway to interchange freight traffic with the G. N. R. at North Bay on an equality with the C. P. R. has been given by the railway board, giving the parties interested a fortnight in which to come to an interchange arrangement. The Grand Trunk is desirous of maintaining its traffic connections afforded by the Ontario Gov't railroad to Cochrane on the N. T. R. and thence over G. T. P. lines from Winnipeg west, while the C. N. R. is equally interested in transferring freight for Grand Trunk points in Ontario at North Bay in order to get the benefit of the long haul from the west.

THE ACTION of the Chicago Board of Trade recently in filing a formal petition with the Interstate Commerce Commission, complaining that the eastern carriers are unduly discriminating against Chicago shippers by reason of their failure to provide break-bulk routes and also differential rates on both grain and grain products from Chicago via Grand Haven or Ludington, Michigan, to eastern points, such as have been in effect from Milwaukee for over twenty years, has caused the Milwaukee Chamber of Commerce to file a petition of intervention in the case, claiming that the Chicago Board of Trade's request is based on a misconception of the law, that there is nothing in the Interstate Commerce law giving the Commission power to order carriers to establish lake-and-rail routes not already established.

SUSPENSION OF THE TARIFF of the Colorado & Southern Ry., proposing to increase the rates on export grain from Colorado and New Mexico points to Galveston 5½c per 100 lbs., met with the hearty approval of members of the grain trade in Denver who feel that the trials under which Colorado grain merchants and farmers had labored were long and burdensome, and now that they saw a ray of hope they purposed to bring to the attention of the Commission many other matters concerning rates and transportation affecting Colorado's grain growing and hauling. John B. Daish, attorney for some of the protestants in the case, who were the Farmers' Grain Co. of Denver and other grain dealers said, "It is no more than I expected. The suspension board, which is one of the branches of the commission, seemed to be greatly impressed when I stated to them the case of the grain dealers. The advances proposed to be made on the present exorbitant rates would, in my judgment, prevent export of Colorado grain and require this state to consume locally about all of its grain. Colorado is increasing its grain acreage, and promises to be a

large surplus grain producing state. As such it should have rates on a parity with the grain growing states of the Central West." The suspension order issued by the commission was until July 13, and a hearing of the case will be held in Denver before its expiration.

THE APPLICATION of the C. & N. W. Ry. to continue rates on grain without observing the long and short haul section has been denied by the Interstate Commerce Commission. The Commission has also denied three similar applications of the C., M. & St. P., viz., on flaxseed, millet seed and grain between Kansas City, St. Joseph, Independence, Sugar Creek, Atchison and Leavenworth; on grain and oats from Kansas City and Omaha to Cincinnati, Jeffersonville and New Albany, Ind., and on seeds and grain from Kansas City, Council Bluffs and other

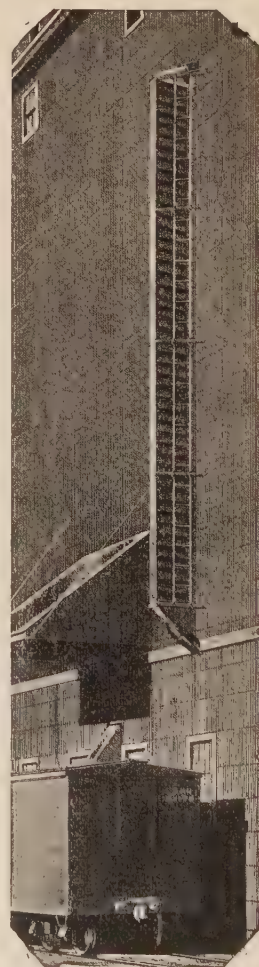
points to stations on its lines, and for authority to continue proportional rates on grain from Montevideo, Appleton, Graceville, Wheaton, Minn., Aberdeen, Milbank, Groton, Frederick, S. D., and Ellendale, N. D., to St. Paul, Minneapolis and Minnesota Transfer.—P.

THE NATIONAL INDUSTRIAL TRAFFIC LEAGUE will hold its spring meeting at the Hotel Belvedere, Baltimore, Md., Thursday and Friday, April 6 and 7, 1916. The Executive Com'ite will report on "Reduction in free time from 30 to 15 days allowed at Atlantic Seaboard," the B/L Com'ite on "Uniform B/L," the Car Demurrage Com'ite on "Uniform Code of Track Storage Rules" and "Proposed Increase in Demurrage Rates," and the Special Com'ite will report on "Railroad Leases and Side Track Agreements."

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MAKERS OF HESS GRAIN DRIERS—USED EVERYWHERE

Supreme Court Decisions

Carrier Liable for Delivery without Shipper's Order.—A carrier of property which by the terms of the B/L is deliverable to the shipper's order is liable for its value to the true owner if he delivers it to the consignee or any one else without such order. A B/L must be properly indorsed before the carrier is justified in making delivery.—*Killingsworth v. Norfolk & S. R. Co.* Supreme Court of North Carolina. 87 S. E. 947.

Warehouseman's Duty to Insure.—If a general custom existed on the part of the warehouses in a certain municipality to insure to its full value the cotton of patrons stored with them with the necessary characteristics, patrons who stored cotton with one of such warehousemen, knowing of the custom, and relying upon it, can assert a duty on the part of such warehouseman to so insure his cotton.—*Farmers Ginney & Mfg. Co. v. Thrasher.* Supreme Court of Georgia. 87 S. E. 804.

Requisitioning Cancels Charter.—A Greek vessel, chartered in a port of the United States by a charter party containing the usual exemption from liability for "loss or damage occasioned by * * * arrest and restraint of princes, rulers, or people," is released from the obligations of her charter where, before proceeding to her loading dock, she was requisitioned by the kingdom of Greece for government service by orders transmitted through its legation in Washington and consul general.—*The Athanasios.* U. S. District Court, New York. 228 Fed. 558.

Discrimination in Use of Wharf.—A wharf, the terminus of a railroad, built under charter power at the foot of a public street, is private property, and it is not discrimination to lease a portion of the wharf to one ship broker for storage of parcel freight, the other portion of the wharf being used for general merchandise, in exclusion to another ship broker; all being given equal terms and rates and adequate facilities for receiving freight being provided for in the city terminal.—*Gulf & S. I. R. Co. v. Buddendorff.* Supreme Court of Mississippi. 70 South. 704.

Recovery for Grain Doors.—In an action against a carrier for the expense incurred by a shipper in furnishing grain doors to box cars, the plaintiff cannot prevail by showing merely the total cost of all the doors he had furnished, including an unascertained number of items for which no charge could be made because they accrued in interstate shipments, after the Interstate Commerce Commission had forbidden the reimbursement of such expenses unless provided in the tariff, and before any tariff provision had been made in that regard.—*Stockton Elevator & Shipping Ass'n v. Mo. P. Ry. Co.* Supreme Court of Kansas. 154 Pac. 1126.

Sale of Business.—A contract between the seller and purchaser of an established shop or business, which binds the seller, as incident to the sale and purchase of his property, not to set up and engage in a rival business within the neighborhood thereof or in such close proximity thereto as to detract from the natural patronage of such shop or business, is not void on grounds of public policy, as constituting an unreasonable restraint of trade. There is a distinction between those cases where by the terms of the contract the purchaser is put entirely out of business, and those in which the restraint is imposed as a mere incident to the sale and transfer of one's business to another, and to protect the purchaser therein. The former class are generally condemned by the courts, the latter held reasonable, valid and enforceable.—*Boggs v. Friend.* Supreme Court of Appeals of West Virginia. 87 S. E. 873.

Suit Must be against Original Carrier.—Under the Carmack Amendment to the Hepburn Act (Act June 29, 1906, c. 3591, § 7, pars. 11, 12, 34 Stat. 595 [U. S. Comp. St. 1913, § 8592]), declaring that the carrier receiving goods for an interstate shipment and issuing a thru B/L shall be liable for all injuries which may occur, the original carrier, which receives the goods and issues such B/L, is liable, and, tho a connecting carrier insure a B/L, the shipper must proceed against the original carrier.—*Looney v. Oregon Short Line R. Co.* Supreme Court of Illinois. 111 N. E. 509.

Suit by Any Lawful Holder of B/L.—Any lawful holder of a B/L, issued by the initial carrier pursuant to the Carmack Amendment (section 20 of the Interstate Commerce Act, Act Feb. 4, 1887, c. 104, 24 Stat. 386, as amended June 29, 1906, c. 3591, 34 Stat. pages 593, 595, § 7, pars. 11, 12 [U. S. Comp. St. 1913, § 8592]), upon receiving property for interstate transportation, may maintain an action for any loss, damage, or injury to such property caused by any connecting carrier to whom the goods are delivered.—*Carr v. Penn. R. Co.* Court of Errors and Appeals of New Jersey. 96 Atl. 588.

Injury to Person Unloading Car.—In an action for injuries to a consignee of freight, unloading the car, when an approaching train bumped into it, the complaint showing that plaintiff was rightfully in the car, that an engine and cars operated by defendant pushed the car in which plaintiff was unloading freight violently against another car, and that plaintiff's injuries were proximately caused by reason of defendant's negligence in so doing, sufficiently showed the duty of due care owed plaintiff by defendant, and charged a negligent breach thereof, without also alleging that no notice was given plaintiff before the car was moved and jostled.—*Alabama Great Southern Ry. Co. v. Foley.* Supreme Court of Alabama. 70 South. 726.

Duty to Prosecute Claim.—After an action against a steamship company for damages for its failure to receive and transport a shipment of grain in accordance with a contract made by it was at issue, and an auditor was appointed by consent of the parties, no action was taken therein for 15 years, except that it was continued from term to term by the clerk as a routine matter. In the meantime the leading counsel for each party had died. No reason was given for the failure to prosecute, except that the case was overlooked by counsel, and plaintiff's neglect to follow up his case was wholly unexplained. Held that, though there was no specific evidence that any of defendant's witnesses had died, or that its ability to maintain its defense had been impaired, this must necessarily be so, and the action would be dismissed, though, by reason of limitations having run, the dismissal would amount to a final judgment.—*Eli Bernays v. Frederic Leland & Co.* U. S. District Court, Massachusetts. 228 Fed. 913.

Manager of Farmers Elevator Co. Entitled to Profits of Side Line.—The plaintiff employed the defendant to manage its business of buying and selling grain and coal, and to keep open during business hours its offices and warehouses, and to keep its books and accounts. The defendant with the knowledge and acquiescence of plaintiff undertook for another employer the business of selling flour, a business which the plaintiff had considered and decided not to engage in. No complaint was made that the defendant neglected plaintiff's business on account of the other employment. Held that the defendant's earnings in the sale of flour are his own property, and the plaintiff has no legal claim thereto. Where an elevator company lays claim to moneys earned and collected by its manager for the use of its scales, and the jury finds that the amount collected was somewhere between \$12 and \$30, and that the manager paid out between \$10 and \$25 for help in operating the scales, and that the manager retained no part of the earnings to his own use, the plaintiff fails to estab-

lish its cause of action.—*Ogallah Elevator Co. v. Fred Harrison, mgr.* Supreme Court of Kansas. 154 Pac. 1016.

Separate Suit on Each Shortage.—Defendants, who received many shipments of coal from the mine over plaintiffs' railroads, claimed numerous shortages, there being differences between the mine weights and the weight of the coal when received. Plaintiffs claimed that the differences were in most cases due to evaporation of the water in the coal or to differences in scales. Held, that as a judgment in one action would in no wise be conclusive in another, defendants will not be by injunction required to consolidate their several suits on the principle that a multiplicity of suits should be avoided.—*C. R. I. & G. Ry. Co. v. Liberal Elevator Co.* Court of Civil Appeals of Texas. 182 S. W. 355.

Collection of Drafts.—Despite Code 1906, § 4852, declaring that a bank or other person collecting a draft with a B/L attached shall retain the money so collected for the space of 96 hours after the delivery of the B/L, a bank, collecting for complainant drafts with B/L attached, does not hold the sums collected in trust so that a trust may, on the insolvency of the collecting bank be impressed upon its assets, but complainant is a mere general creditor; the statute being intended merely to give the debtor or consignor sufficient time to investigate his purchase and, if dissatisfied, sue by attachment in the local courts.—*Alexander County National Bank v. Conner.* Supreme Court of Mississippi. 70 South. 827.

Carrier Liable for Delay in Delivery.—It is presumed that the consignee will know of the time of the arrival of goods in the ordinary course, and it is not necessary, unless made so by contract, in order to change the carrier's relation to the goods to warehouseman to notify the consignee, unless there has been an unusual delay in shipment; but where there was an unusual delay and no notice was given to the consignee, the railroad was liable to the consignor as carrier, and the provision in the bill of lading for a return of the shipment in ten days if not accepted, required notice to the consignee and in absence of notice the railroad was liable for their loss by fire.—*Dancinger Bros. v. C. R. I. & P. Ry. Co.* Kansas City Court of Appeals, Missouri. 182 S. W. 120.

Contract Sustained Tho Not Acknowledged in Writing.

The decision by the Arbitration Com'te of the Texas Grain Dealers Ass'n, composed of Bert K. Smith, G. E. Cranz and W. L. Newsom, in the case of Early Grain & Elevator Co., of Amarillo, Tex., plaintiff, v. Arthur Kelsey, of Lorenzo, Tex., defendant, shows the advantages of arbitration compared with resort to the courts.

The plaintiff was awarded \$415 by the Arbitration Com'te altho it probably would have got nothing in the courts; because defendant contended that he did not sell plaintiff the two cars of milo maize, but merely promised to see if he could buy it for plaintiff, and claimed that on the morning that he received the confirmation he called up plaintiff and advised him that he could not buy the maize.

The correspondence shows that plaintiff continued in numerous letters to demand the maize; but Mr. Kelsey never replied to any of the letters or telegrams, and two months after date of sale plaintiff bot in the maize at a loss of 41½¢ per cwt. The Com'te said:

In view of the fact that the defendant did not return plaintiff's confirmation and did not reply to the many letters demanding shipment, together with the affidavits, three different witnesses to the fact that the contract was actually entered into, and later the acknowledg-

ment by 'phone by the defendant that such contract did exist, we are of the opinion that the plaintiff acted well within their rights in buying for the account of the defendant two cars or 100,000 lbs. of maize, and that the loss is justly chargeable to the defendant.

Destination Weights Govern When Specified.

When there is no question as to the terms of the contract providing for destination weights and grades the weights at destination must govern, unless error or fraud can be established, is the ruling by the Arbitration Com'te of the Texas Grain Dealers Ass'n in the claim by Oliver Cranston, of Houston, plaintiff, against Louis Garver, of Van Alstyne, Tex., defendant, to recover the difference between 54,330, the invoice weight and 50,656 lbs., the destination weight on a car of oats.

The Arbitration Com'te, composed of Tom F. Conally, J. E. Bishop and R. I. Morrill, took the weight of the bulk oats weighed and added 311 lbs. as the reasonable weight of the sacks, leaving a shortage of 3,531 lbs. at 42½¢ per bu., and ordered Mr. Garver to pay \$46.89.

Buyer Can Demand Discount for Delayed Shipment.

The Arbitration Com'te of the Texas Grain Dealers Ass'n, composed of Bert K. Smith, W. L. Newsom and A. B. Cowan, decided against Louis Garver, of Van Alstyne, Tex., plaintiff, and in favor of Doggett Grain Co., of Dallas, Tex., defendant, on a claim growing out of a sale of two cars of corn, one of which was shipped on the last day of the contract and the second car after the time had expired.

Defendant demanded reduction of draft of 2 cents per bu. on arrival of the second car at Greenville, and plaintiff sent a credit memorandum for \$24. It is the contention of the plaintiff that he was entitled to recover these items by reason of being, at the time of shipment, forced by the defendant to make these allowances, and that the allowances were made under protest. On the other hand it is the contention of the defendant that the allowances were made at the time of shipment, and that he was not put on notice by the plaintiff that he was being made the allowances under protest, and that the claim was not filed for many months afterwards, and that he received no notice that said claim would be filed by the plaintiff at any time thereafter until claim was actually filed.

It is the opinion of the Com'te that the plaintiff is not entitled to recover from the defendant any part of this claim, and we find for the defendant that it owes the plaintiff nothing.

Books Received

THE GRAIN SHIP is a fiction story by Morgan Robertson, pointing the danger of permitting thousands of huge rats on board a vessel. The captain's pet terrier, while suffering with hydrophobia, bites one of the rats when the vessel is only one day out of San Francisco. Before the Bay of Biscay is reached every rodent had contracted the dangerous disease, and the crew was unable to protect itself from attacks of the pests. Each day brings the death of two or more men who have been bitten, until only one remains, and, rather than meet a similar fate, he throws himself into the ocean. He is washed ashore, but loses his mind. Nine years later his memory is suddenly returned as he sees a huge rat. The experiences of the sailor are described by the author in such realistic style as to make the story one of Mr. Robertson's best works. The book can be obtained from the Metropolitan Magazine of New York.

Supply Trade

FRANKFORT, IND.—American Kerosene Carburetors have been installed in the plants of Frank R. Pence, Stewart, Ind., and J. T. Sims, Royal Center, Ind.

KANSAS CITY, Mo.—The Lehrack Contracting & Engineering Co. is now equipped to construct wood elevators, having secured the services of M. J. Travis, an expert in this style of construction.

PEORIA, ILL.—Hagerty Bros., are erecting a new concrete block building adjacent to the plant built two years ago. The new quarters will be used as a factory for the manufacture of the firm's sheet metal products.

MINNEAPOLIS, MINN.—The year ending Dec. 31, 1915, was the best year ever had by the Minneapolis Steel & Machinery Co. Prospects for the present year are very bright. The company has unfilled orders at present time amounting to \$3,500,000.

THE DECISION recently handed down in the Tea Rose case by the U. S. Supreme Court is the first time that this Court has positively decided that the protection of an unregistered trademark may be territorially limited to the territory in which the mark is used on the product.

ONE STEP won't take you very far, you've got to keep on walking; one word don't tell folks who you are, you've got to keep on talking. One inch won't make you very tall, you've got to keep on growing; one little ad won't do it all, you've got to keep them going.—*Boston Cookery Magazine.*

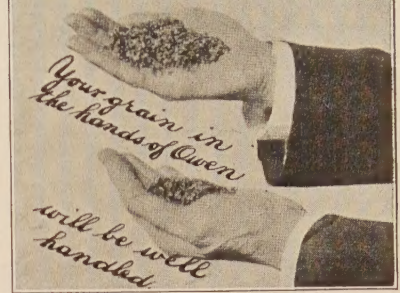
SILVER CREEK, N. Y.—Invincible Cleaners have been installed in the following plants: Pacific Coast Shredded Wheat Co., Oakland, Calif.; Northern Illinois Cereal Co., Lockport, Ill.; Paris Milling Co., Paris, Tex.; Mead, Johnson & Co., Evansville, Ind.; and Schults, Baujan & Co., Beardstown, Ill.

LONDON, ENGLAND.—The Invincible Grain Cleaner Co., Ltd., has recently been registered with a capital of £2,000 in 1,000 pref. shares of £1 each and 20,000 ordinary shares of 1/- each, to carry on the business of dealers in milling machinery, milling engineers, furnishers, etc. The offices will be located at 59 Mark Lane, E. C.

CHICAGO, ILL.—Fairbanks, Morse & Co. have increased their capital stock from \$1,000,000 to \$4,000,000. The increase in capital is in connection with the proposed purchase of the scale factory of E. & T. Fairbanks & Co. at St. Johnsbury, Vt., for the output of which Fairbanks, Morse & Co. have been Western agents for nearly fifty years.

C. C. GODFREY, El Reno, Okla., formerly of the firm of Godfrey & Son, elevator builders of Enid, Okla., but later contracting elevators in his own name, mysteriously disappeared from Hydro, Okla., on December 4, 1915, where he had contract for a civic building. It is known that he purchased a ticket to El Reno from Hydro on this day, but his later whereabouts have been a complete mystery. He is a member of the I. O. O. F. Any information regarding his present whereabouts will be appreciated by his father, G. L. Godfrey, 719 W. Pine St., Enid, Okla., as well as other members of his family.

O. C. OWEN & CO.
Grain Commission
MILWAUKEE



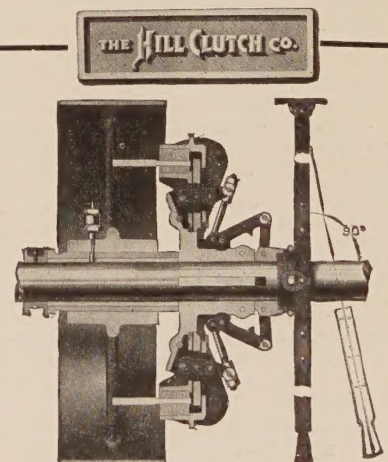
Affidavit of Weight

WHEN YOU find it necessary to make a sworn statement of the amount of grain loaded into a car, use our **AFFIDAVIT of WEIGHT** blanks.

They are put up in books of 50, size 5½x8½ inches, printed on white bond paper, machine perforated so they may be easily torn out. Each blank contains the following information:

—being first duly sworn, on his oath says that on the — day of — 191—, he, acting as agent for — at — in the State of — carefully and correctly weighed — draughts on — Hopper — Automatic — Wagon — Track Scales amounting to — lbs. equal to — Bushels of No. — and loaded direct or thru bin to Car No. — Initial — for shipment to Messrs. — at — in the State of — and that said car was in — condition and properly sealed when delivered to the — Railroad; with space for signature of Notary Public. ORDER FORM No. 7 A. W. Price 50c.

GRAIN DEALERS JOURNAL
315 South LaSalle St. Chicago, Ill.



HILL FRICTION CLUTCHES

SMITH TYPE

STRENGTH

Great mechanical stability, and accessibility are two important features of the improved Smith Type Hill clutch. Vise-like jaws grip the ring in pairs. No springs are used. Clutch is self centering.

Send for Catalogs.

THE HILL CLUTCH CO.

CLEVELAND, OHIO

If Your Business

isn't worth advertising
advertise it for sale

Patents Granted

1,175,190. Conveyor Belt. (See cut.) Francis Lee Stuart, Baltimore, Md. This is a conveying contrivance consisting of three conveyor belts supported successively after and below each other, each one being longer than the preceding, and driven at greater speed. Material is fed to the first belt from a supply hopper and carried to the successive belts.

1,175,604. Scale. (See cut.) John Purser Clifford, Passaic, N. J. This is a weighing device consisting of a frame pivotally mounted on a pair of supports and having two supports pivotally mounted on it carrying the receptacle for matter to be weighed, and a weighing beam pivoted on the frame having a sliding weight for counterbalancing it and indicating the weight of matter in the receptacle.

1,175,982. Bag Holder. (See cut.) Dorelle S. Parent, Menominee, Mich. A stand having a bag receiving opening in it has a stationary arm at one end of the opening having an offset portion carrying a depending, downwardly inclined transversely curved plate for engaging the mouth of a bag. Adjacent to the opposite end of the opening is a guide way fitted with a slide, which also has a plate for engaging the mouth of a bag. Means for operating the slide is provided, which causes the mouth of the bag to be distended.

1,174,371. Grain Conditioner and Drier. (See cut.) Frederick A. Wegner, Buffalo, N. Y. A casing containing tubes thru which the grain is passed for treatment is fitted with a receiving receptacle at the top adapted to feed grain to the casing, which is yieldingly supported to rise and fall according to the weight carried in it, and with a hopper at the bottom into which the grain passes. This hopper has a conical spreader at its lower end, which is equipped with a regulating device that is also connected with the receiving receptacle at the top of the casing, thus automatically controlling the discharge of the grain according to the weight carried.

1,176,128. Type Registering Mechanism for Scale-Beam. (See cut.) Charles A. Blodgett, St. Johnsbury, Vt. This device consists of the combination of a recessed lug integral with a poise or weight adjustable on a main beam on which type characters are placed. A platen is guided in the recess of the lug, and there is a spring in the recess for retracting it. A stationary handle having a securing plate forms the closure for the recess in the lug. Adjacent to this handle on the poise, is pivoted an operating handle provided with

a finger which operatively presses the platen against the type on the main beam, against the tension of the spring.

1,174,769. Bag Holder. (See cut.) Gilbert C. Shelrud, Maynard, Minn. This is a device consisting of a clamp for pressing a bag at its neck against a spout, and provided with terminals bent substantially at right angles to the body of the clamp and pivoted to opposite sides of the spout. A link connects a parallel arm to the clamp between its terminals, one end of which is held yieldingly in position by a spring, and the other has means for operating, thus working the device.

Crop Improvement.

THE DIRECTORS of the Board of Trade of Kansas City have appropriated \$1,500 to the crop improvement com'te of the Council of Grain Exchanges.

The Merchants Exchange of St. Louis on Mar. 22 appropriated \$1,500 toward the crop improvement work under the auspices of the Council of Grain Exchanges.

A FINE DISPLAY of GRAIN and vegetables was arranged by the farmers recently at an agricultural gathering at North Lake, Wis. The judging of the grain samples was in the hands of A. A. Breed, chief grain inspector of the Milwaukee Chamber of Commerce.

BLOOMINGTON, ILL., Mar. 21.—The Bloomington Corn Show will be held at the Coliseum this year from Oct. 17 to 26. Instead of a county show, as last year, it will be a state exhibition and it is hoped next year to make it national in scope. More than \$1,300 will be awarded in premiums. Two of the prizes, amounting to \$400 in cash, will be awarded for the best ten ears of corn.—Funk Bros. Seed Co.

TESTING SEED CORN has paid at the rate of \$6.85 an hour if corn is worth 50 cents a bushel, according to results obtained during five years at the Ohio Experiment Station and reported by C. G. Williams in the March Monthly Bulletin of the Station. During the five years an average increase of 4.11 bushels per acre has been made by testing the corn before it is planted. In 1912 this increase was 9.27 bushels. Tests made at the Station show that the corn crop of 1915 had more moisture in it than any other crop tested. It had nearly 10 per cent more moisture than the crop of 1912, which was an unusually wet season. For this reason Mr. Williams advises that all seed corn be tested this spring because of the excessive rainfall of last summer and fall.

Farmer Grain Dealers at Salina.

The Kansas Farmers Grain Dealers Ass'n at its annual meeting at Salina, Kan., Mar. 7 to 9, re-elected Pres. Estes, voted to hold the next meeting at Hutchinson and adopted resolutions recommending federal grading and inspection of grain; that a study of grain marketing from producer to consumer be made by the state agricultural college; that J. C. Wasser, supervising grain inspector at Wichita, be removed; that the government establish a merchant marine; that the government become owner of railroads, telegraf, telephone and steamship lines.

Pres. G. D. Estes of Stafford recommended that the Ass'n establish departments for scale testing and collection of claims.

Sec'y G. W. Lawrence of Larned advocated installation of simple systems of bookkeeping and regular auditing.

Geo. B. Ross, chief grain inspector, thanked the Ass'n for being permitted to address them and stated that Kansas state inspection was not compulsory and that the double charge arises only when grain at Kansas City is stopped on both sides of the line.

C. R. Kouns, gen. mgr. of the Santa Fe, discussed the car shortage.

No elevator should be built unless there was enough business to pay the overhead expenses, was the declaration by Theodore Macklin, of the State Agricultural College, Manhattan. "Every elevator should handle at least 160,000 bus. of grain annually."

A grievance com'te of three was created, composed of the pres., sec'y and a member.

T. L. Daniels of Cullison was chosen sec'y in place of Mr. Lawrence.

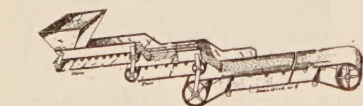
The managers ass'n re-elected its old officers: J. W. Brown, Dillwyn, pres.; Sheldon Frey, Sylvan Grove, vice-pres., and R. E. Lawrence, Gorham, sec'y.

Grain commission merchants of Kansas City and Wichita were numerously represented by their traveling men.

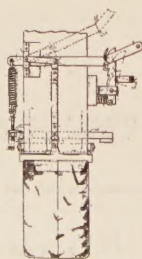
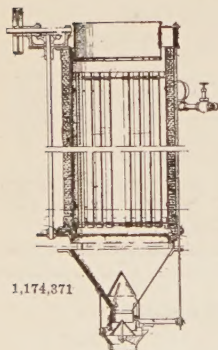
Entertainment included a dinner given on the evening of Mar. 9 to over a score of managers and directors by the Bruce Bros. Grain Co. at the Clayton Hotel; automobile rides over the city; theater party as guest of the Boards of Trade of different cities; and a largely attended banquet given by the Salina Board of Trade.

Managers in attendance included: Sherman Andrea, Holyrood; B. Bryan, Greensburg; Roy Cunningham, Larned; J. C. Case, Zenda; B. H. Dinkins, Sawyer; H. L. Eshbaugh, Gray; O. C. Glen, Roselle; E. C. Haines, Assaria; T. Keast, Frizell; C. S. Kershner, Westphalia; L. H. Keuer, Niles; V. B. Kvasnicka, Wilson; R. H. Luckinbill, Damar; R. E. Lawrence, Gorham; R. A. Lough, Osborne; M. L. Marshall, Beloit; W. W. McClellan, Calista; R. M. Maxwell, Mentor; J. W. Personett, Milo; W. S. Prather, Garfield; W. F. Peacock, Blue Rapids; L. C. Pilcher, Delphos; C. F. Park, Miltonville; Ed. Ramsley, Mineola; Ira Rankin, Kingsley; W. Smith, Ensign; D. Sommer, Abilene; H. P. Tripp, Waldo; Ed. Vlcek, Black Wolf; B. E. Wheeler, Sanford; J. G. Wilson, Canton.

THE RAPID ADVANCEMENT being made by the Indians of the Standing Rock reservation in North and South Dakota along agricultural lines is most forcibly shown in the annual report of Supt. Covey, which shows crops to the value of \$152,346.45 raised by those Indians who are wards of the government, while fully \$50,000 worth of additional crops has been raised by breeds and whites married to Indians living on the reservation.

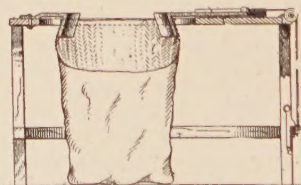


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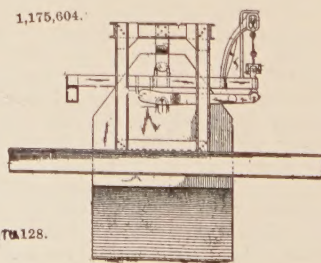


A. F. 1,769.

1,175,982.



1,175,604.



The GRAIN DEALERS JOURNAL.

Insurance Notes.

SHINGLE ROOFS have contributed so largely to town-conflagrations, that many towns are now forbidding the covering of any buildings with wood shingles. Non-combustible roofs are not much more expensive than wood shingles.

THE INTERNAL REVENUE commissioner has ruled that mutual fire insurance companies are not exempt from the provisions of the Federal Stamp Tax Act and must use stamps on their policies. Inasmuch as the companies are not conducted for a profit, and it was not the original intent of the makers of the law to levy such a tax on mutual companies, they are justified in making a vigorous fight against the exaction.

ELEVATOR MEN who have been studying the new fire insurance schedule of rates, which was noticed in the last number of the Grain Dealers Journal, must keep in mind the fact that the property owner who makes the losses is in reality the man who makes the rates. The mutual insurance companies simply try to make rates based on actual experience, which should be fair and equitable to all owners of grain elevators.

IOWA BANKS and money lending agencies have used their influence to force grain elevator men to place their insurance thru the money lender, despite the fact that just as good and in many cases better insurance could have been obtained from the mutual fire insurance companies specializing in grain elevators, at a lower rate than that charged by the company of which the bank was an agent. Hence it was but natural that the Insurance Commissioner of Iowa should rule that rebating is not confined to the returning of money, but includes the giving of patronage or favors.

THE NEW KENTUCKY FIRE INSURANCE LAW which will become effective June 12 will satisfactorily solve the fire insurance problem that for a time threatened to be serious for owners of elvtrs. and mills in the state, as this act supersedes the Green-Glen bill enacted two years ago, which gave such sweeping powers to the state rating board that foreign insurance companies refused to act under it, and 106 of them retired from the state, pending a settlement of the situation by the legislature. C. M. Bullit, Louisville, took the lead in the fight that secured relief from the enforcement of the Greene-Glen act.

UNDER THE WORKMEN'S COMPENSATION bill as first approved by the Senate of the Kentucky legislature, the grain interests like others could have come under the provisions of the act, if they wished, or they could have remained out without being in a condition any different from that prevailing now. As passed by the House the bill restored the provision removed by the Senate, and employers declining to act under the compensation law, in case of a damage suit brought by an employee, are deprived of the contributory negligence, assumption of risk and fault of fellow employee defenses allowed under the common law.

WE CONSIDER the Grain Dealers Journal a great help in our work.—C. E. Jenkins, of C. E. Jenkins & Son.

I THINK the Grain Dealers Journal is a very good journal for the grain trade.—W. H. Roberts, mgr. Farmers Elvtr. Co., Britton, S. D.

The Buro of Markets.

When the promoters and protectors of that useless adjunct to the Agricultural Dept., known as the Buro of Markets, have been thrown out of Congress, the originators of this famous place providing barnacle will be like the flea in that touching little verse from the tearful pen of Awgwan, who is best known as the author of Sinless Sinecures I Have Held. The opening lines of the Homeless Flea follow:

Two little fleas sat on a rock

And one to the other said:

"I have no place to lay my head

Since old dog Tray is dead.

I've traveled the wide world over,

And farther will I roam,

But the first darn dog that shows his face

Will be my Home Sweet Home!"

Gasoline in Open Pails.

Careless handling of gasoline came near causing a fire recently in a Minnesota Grain Office.

A pail which had been used to carry gasoline from the supply tank to the feed tank of the engine, was left in the office and contained an inch or two of gasoline.

Along came a farmer and after transacting his business with the elevator operator, he concluded to have a smoke before going home. It soon developed that he had more "smoke" than he anticipated, as he dropped the remnants of a lighted match in the pail of gasoline. Prompt attention with a few empty grain sacks soon smothered the blaze.

Moral—Fire the man who leaves gasoline on the premises in an open pail, before he fires your elevator.

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at Cost.

Insurance in Force \$24,011,664.48. Cash surplus \$531,396.68

H. B. SPARKS, President

G. A. McKINNEY, Secretary

HOME OFFICE: Alton, Illinois

WESTERN DEPARTMENT: Mr. Rollie Watson, Mgr., 402 Sedgwick Bldg., WICHITA, KANSAS

MUTUAL INSURANCE FOR THE GRAIN DEALER

Write for our INFORMATION PAMPHLET

Address

TRI-STATE MUTUAL GRAIN DEALERS FIRE INSURANCE COMPANY

LUVERNE, MINNESOTA

Incorporated in Minnesota

E. H. MORELAND, Secy.

Licensed in South Dakota

SKIMMED MILK

Did you ever have a waitress smile sweetly upon you and ask "Cream in your coffee?" and then pour you skimmed milk that was blue in the gills? Of course you have; and you said nothing because you knew that we all have a foolish habit of trying to work a little "skimmed milk" off on each other. Because of these little deceptions we never get as close together as we should.

The "Grain Dealers" has always been close to its policy holders, and has enjoyed their confidence to the utmost because it has never talked "cream" and poured "skimmed milk."

Will you have some "cream" in your fire insurance?

Fitzgerald & McCotter,
Western Mgrs.
Omaha, Nebraska

Grain Dealers
NATIONAL MUTUAL
Fire Insurance Co.

INDIANAPOLIS, IND.

Better Construction—More Care—Fewer Fires

C. A. McCotter, Sec'y
Indianapolis, Ind.

GALVANIZED CORRUGATED

Steel Siding, Roofing, Fireproof Window Frames, Sashes &c.



The
SYKES
Company
Chicago, Ill.

Sheet Metal Contractors, Makers of Fireproof Windows. Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

JAY A. KING, President GEO. A. WELLS, Secretary

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Regarding Short Term Grain Insurance

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When you write to any of our Advertisers; you'll get a prompt reply.

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if
Illustrated Book on Lightning Free.
Explains kind of rods that protect.
W. C. SHINN, 147 N. 16th St. Lincoln, Neb.

Shinn Gets There First

SHORTAGE CLAIMS

of Grain Shippers

would be paid more promptly if certificates of weight which show kind of scale used, number of drafts, and who did the weighing, were used.

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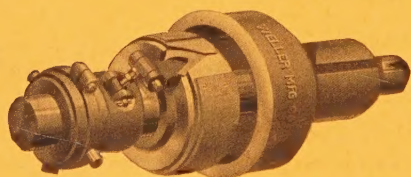
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